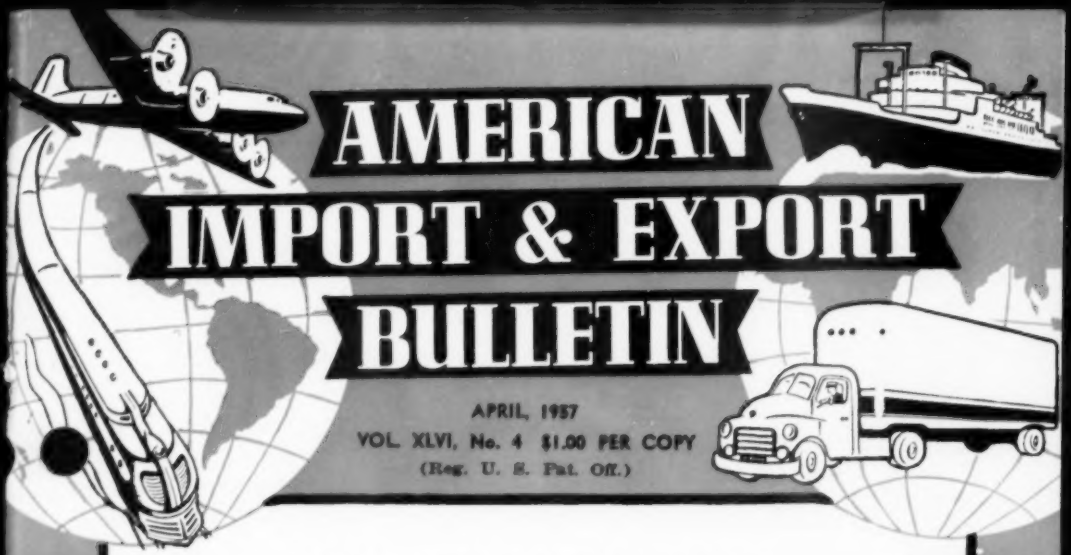

AMERICAN IMPORT & EXPORT BULLETIN

APRIL, 1957
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THE GREAT LAKES and SEAWAY PORTS ISSUE

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- The present facilities and expansion programs of the Great Lakes and Seaway Ports.

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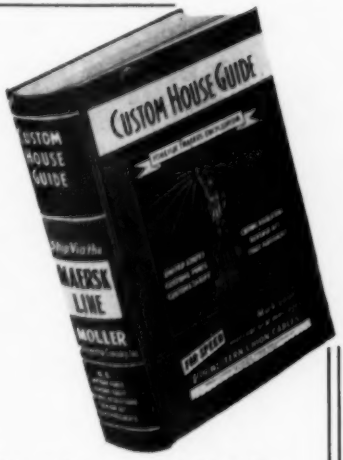

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- (c) Description of commodity in accordance with Schedule "A", also required for statistical purposes.
- (d) Reduced rates of duty now in effect in accordance with various Reciprocal Trade Agreements, GATT, etc.
- **(e) In addition to the above, the rates of duty on thousands of commodities were reduced by the recent GATT on a 3-year period. The GUIDE shows all three rates—rates effective until June 30, 1957; rates effective July 1, 1957 to June 30, 1958; rates effective July 1, 1958 on.**

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STATE DEPARTMENT

Reciprocal Trade Agreements • Treaties, etc.

TRADE AGREEMENTS CALENDAR
COMPLETED AGREEMENTS

Country	Effective	Status
Argentina	11/15/41	(Continues)
Australia	1/1/48	see Gen. (Geneva)
Austria	10/19/51	see Gen. (Torquay)
Belgium	1/1/48	see Gen. (Geneva)
"	6/6/51	see Gen. (Torquay)
Brazil	7/31/48	see Gen. (Geneva)
"	3/21/53	see Gen. (Torquay)
Burma	7/30/48	see Gen. (Geneva)
Canada	1/1/48	see Gen. (Geneva)
"	6/6/51	see Gen. (Torquay)
Ceylon	7/30/48	see Gen. (Geneva)
Chile	3/16/49	see Gen. (Geneva)
China	Withdrew from GATT effective 5/5/50	
Colombia	Terminated effective 12/1/49	
Costa Rica	Terminated effective 6/1/51	
Cuba	1/1/48	see Gen. (Geneva)
"	1/1/48	Supplemental agreement
Czechoslovakia	Obligations suspended 9/29/51	
Denmark	5/28/50	see Gen. (Geneva)
"	1/20/52	see Gen. (Torquay)
Dominican Republic	5/19/50	see Gen. (Annecy)
" "	6/6/51	see Gen. (Torquay)
Ecuador	Terminated effective 7/16/56	
El Salvador	5/31/37	(Continues)
Finland	5/25/50	see Gen. (Annecy)
France	1/1/48	see Gen. (Geneva)
"	6/6/51	see Gen. (Torquay)
Germany (Western)	10/1/51	see Gen. (Torquay)
Greece	3/9/50	see Gen. (Annecy)
Guatemala	Terminated effective 10/15/55	
Haiti	1/1/50	see Gen. (Annecy)
Honduras	3/2/36	(Continues)
Iceland	11/19/43	(Continues)
India	7/9/48	see Gen. (Geneva)
Indonesia	3/11/48	see Gen. (Geneva)[1]
"	11/18/51	see Gen. (Torquay)
Iran	6/28/44	(Continues)
Italy	5/30/50	see Gen. (Annecy)
"	11/17/51	see Gen. (Torquay)
Japan	9/10/55	GATT
Lebanon	Withdrew from GATT effective 2/25/51	
Liberia	Withdrew from GATT effective 6/13/53	
Luxembourg	1/1/48	see Gen. (Geneva)
"	6/6/51	see Gen. (Torquay)
Mexico	Terminated effective 1/1/51	
Netherlands	1/1/48	see Gen. (Geneva)
"	6/6/51	see Gen. (Torquay)
New Zealand	7/31/48	see Gen. (Geneva)
Nicaragua	5/28/50	(Continues)
Norway	7/11/48	see Gen. (Geneva)
"	8/2/51	see Gen. (Torquay)
Pakistan	7/31/48	see Gen. (Geneva)
Paraguay	4/9/47	(Continues)
Peru	10/7/51	see Gen. (Torquay)
Rhodesia, Fed. of and Nyasaland	7/12/48	see Gen. (Geneva)
Sweden	4/30/50	see Gen. (Annecy)
"	7/7/51	see Gen. (Torquay)
Switzerland	2/15/36	(Continues)
"	7/11/55	Supplementary Agreement
Syria	Withdrew from GATT effective 8/6/51	
Turkey	10/17/51	see Gen. (Torquay)
Union of South Africa	6/14/48	see Gen. (Geneva)
United Kingdom	1/1/48	see Gen. (Geneva)
Uruguay	1/1/43	see Gen. Agreements
Venezuela	12/16/39	(Continues as supplemented)
"	10/11/52	Supplemental agreement
General Agreement:		
Geneva (original)	1/1/48	(Continues
Annecy Protocol	1/1/50	(Continues
Torquay Protocol	6/6/51	(Continues
Japanese Accession	9/10/55	(Continues
Geneva (1956) Agreement	6/30/56	(Continues

[1] Originally effective as Netherlands possession. [2] So long as the GATT is applied provisionally, as at present, contracting parties may withdraw from the agreement on 60 days' notice.

CONSULTATIONS WITH COUNTRIES IMPOSING RESTRICTIONS ON IMPORTS FOR BALANCE-OF-PAYMENTS REASONS UNDER GATT

The Committee for Reciprocity Information issued notice that it invites submission of views in connection with United States participation in consultations with certain Contracting Parties to the General Agreement on Tariffs and Trade (GATT) which maintain restrictions on imports for balance-of-payments reasons.

A panel of 13 countries, including the United States, will conduct the consultations, which will be held separately with each of the countries listed below in Geneva, Switzerland, during the periods indicated:

June, 1957—Sweden, Denmark, Italy, The Netherlands, Norway, Greece, Austria, Germany, France.

October, 1957—Turkey, Finland, Brazil, Australia, Union of South Africa, Japan, United

(*Continued on page 334*)

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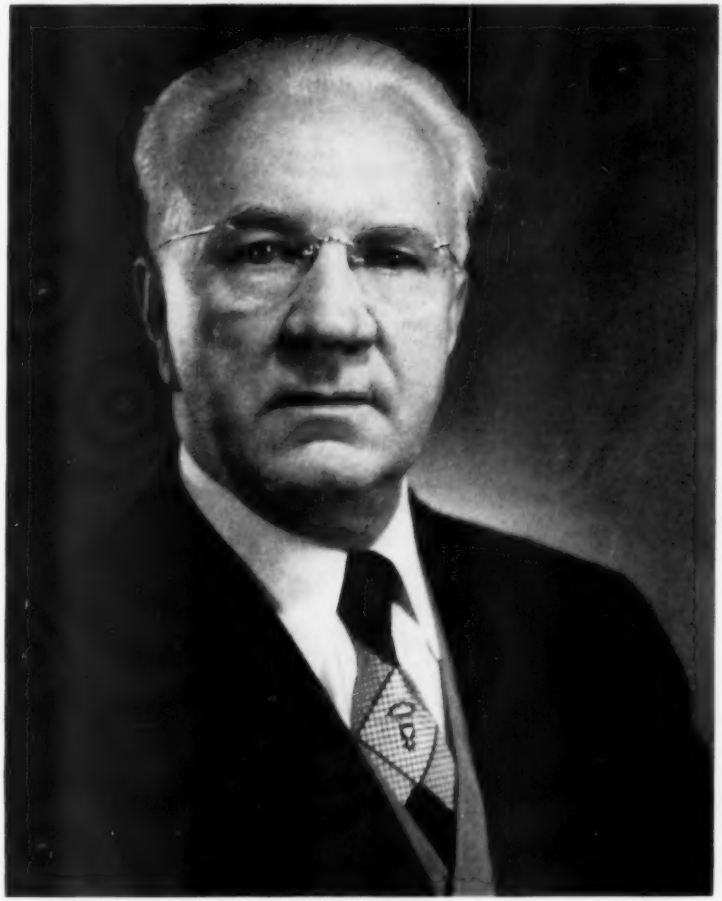

No. 99

M. W. OETTERSHAGEN

Deputy Administrator
St. Lawrence Seaway Development Corporation

M. W. OETTERSHAGEN served for many years as engineer of the Bureau of Rivers and Harbors of the City of Chicago. Following successful operation in the latter post, Mr. Oettershagen took over the position of that city's Port Manager, at the same time fulfilling the job of consulting engineer for the Chicago Regional Port District. These positions were resigned August 30, 1954 in order to permit him to accept an appointment by President Dwight D. Eisenhower to become Deputy Administrator of the St. Lawrence Seaway Development Corporation. In this issue Mr. Oettershagen provides an illuminating progress report on the all-important St. Lawrence Seaway.

(*See page 255*)

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THE ST. LAWRENCE SEAWAY PROGRESS REPORT

By M. W. OETTERSHAGEN

Deputy Administrator

St. Lawrence Seaway Development Commission

THE Spring of 1957 will mark the beginning of the third full construction year of progress on the Seaway. On the U. S. portion of the work, it is a crucial year, for the reason that its association and integration with the Hydro-Electric Power Development in the International Rapids Section requires completion by July 1, 1958, on which date it is expected that 14-foot navigation will be diverted through the newly constructed locks and channels between the cities of Cornwall, Ontario and Ogdensburg, New York. The Canadian works, with the exception of the new Iroquois Lock and Canal are scheduled for completion for full scale 27 foot navigation beginning with the opening of navigation in the Spring of 1959.

To maintain established construction programming, certain portions of the project such as the Iroquois Lock and St. Lawrence Powerhouse were kept in practically full scale operation throughout the winter, even including concrete placement.

Result?—the entire project—Montreal to Lake Erie—is on schedule.

The recruiting of labor, forecast to meet the heavy project demands for this year, is in progress in increased tempo. It is expected that during the height of project operation this year, there will be employed on the various project sites, some 15,000 workers — men ranging in classification from common laborer to the most skilled craftsman, technicians, engineers, supervisors and administrators.

Add to these the armies of men employed in the many fabricating shops throughout the United States and Canada who are performing the myriad of tasks in creating the machinery, structural appurtenances and specialized gear and equipment which go to make up such a project and one has a glimpse of the enormity of this billion-dollar undertaking.

Keeping pace with the feverish construction activity are the conjecture and excitement concerning the impact of the Seaway on the economy of the Great Lakes and St. Lawrence basin. It is no over-statement to say that this is the most exciting and economically significant area on the globe, resulting from population increases, unprecedented industrial and commercial expansion, a vast productive hinterland, an inexhaustible supply of fresh water, a stimulating climate, plus a virile and ambitious population.

Nor is this all. As the entire program unfolds there have been added ancillary projects which combine to make it a waterway transportation "grand slam" as follows.

1 The authorization by the President and Congress of the deepening to 27 feet of the channels connecting the Great Lakes.

2 The authorization by Congress to have the Corps of Engineers re-examine the existing projects authorized in the various ports to ascertain if project enlargements or improvements compatible with the St. Lawrence Seaway traffic are indicated.

3 The declaration by the U. S. Maritime Commission of the essentiality of Trade Route 32 which extends subsidies to U. S. flagships operating from the Great Lakes to Northern European and Baltic ports, and United Kingdom ports.

4 Investigations and planning on the part of the various port cities to enlarge or create port terminal facilities in anticipation of increased industrial and commercial general cargo traffic via the Seaway.

These developments are by no means to be considered experimental. The overall Great Lakes traffic has been, over the years, without equal anywhere on earth. The St. Lawrence River traffic has had more than 100 years of successful operation; the St. Lawrence Seaway and related projects are merely the modernization of a satisfactory and proven transportation system in an economy which cannot be held dormant or static. It would be folly to underestimate this potential.

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Great Lakes and Seaway Ports . . .

TODAY & TOMORROW

PORT OF CHICAGO

THE construction of an integrated harbor on Lake Calumet, located on the south side of Chicago, commencing with October of 1955, has blossomed out into one of the most talked of, as well as, wholly practical set-ups in the way of dockage, transit sheds, warehouses, and twin elevators that has been experienced in this area in modern times. We were, of course, aided by mild weather and outstanding Consulting Engineers. It is one of the most modern harbors constructed for general cargo purposes, and is the only one on the Great Lakes which has a direct connection with an inland waterway system on which there is a heavy movement of traffic reaching into the vast Mississippi River Valley and the Ohio River tributary. It is served by the Calumet River a short distance, in fact, only six miles, with Lake Michigan and the St. Lawrence Seaway into the Atlantic Ocean.

The Chicago Port has a vast hinterland which is also served by an extensive network of railroads, as it is the World's greatest rail center. The same may be said for the trucking industry. The Port has set aside 200 acres of land on which truck terminals will be erected which do not have an equal anywhere else in the United States. Another important feature for this fast growing industrial and agricultural area is the elevator capacity within the harbor to handle grain from rails and trucks, and thus obviating the necessity of reshipping the grain to distant seaboard ports. The area is the most populus on the Great Lakes, which is also highly important for imports.

The feeling prevails quite generally that, in the near future, the second segment of dockage and companion facilities will have to be erected to take care of what is expected to be heavy overseas tonnages. The Port is now served by 16 foreign steamship lines, and will be supplemented with five American Flag lines in the near future. The foreign trade areas now served include the United Kingdom; the principal ports of Western Europe; important Scandinavian and Baltic ports; North African ports; the Mediterranean, and the north coast of South America and the Caribbean.

J. M. Arnold, Traffic Manager, Chicago Regional Port District

•

PORT OF CLEVELAND

THE facilities of the Port of Cleveland are ready today for the opening of the enlarged Seaway except for work yet to be done on the Seaway itself and some channel deepening in the Cleveland harbor. Preliminaries for the latter are completed and actual dredging is expected to be done well before the St. Lawrence project is opened for navigation in 1959.

Port of Cleveland docks and terminals have capacity to handle no less than four times the general cargo tonnage now going through the port. That is true even though foreign trade of general cargo tonnage has been growing steadily since the end of World War II and has increased from 17,000 tons in 1951 to 59,000 tons in 1956. This growth and state of preparedness did not come about accidentally. The City of Cleveland has planned the development well in advance. Improvements to bridges and channels in the inner harbor (Cuyahoga River) section of the port are nearing completion. Planning and implementing this $50 million program over the past two decades is an outstanding example of cooperation between the U. S. Army Corps of Engineers, City Administrations, and industry through the Chamber of Commerce.

To insure that Cleveland retains its position as one of the major ports of call on the Great Lakes, the citizens of Cleveland passed an $8 million bond issue in November, 1955. Two million dollars of this will be spent on the Lakefront Airport, in the heart of downtown Cleveland. The remaining $6 million will be spent on waterfront developments. Work has been completed on one new 27' draft City dock, located at the foot of West Third Street near the Municipal Stadium. Plans are ready for a second City pier, which will be a general cargo facility to be located just west of the newly finished West Third improvement. Present plans for this new facility call for a wharf 318 feet wide and 700 feet long, with a 200-foot slip on either side. These docks are just a few of the concrete steps being taken by the City of Cleveland to add to their existing facilities.

Present facilities of the Port of Cleveland include three dock operating companies engaged in foreign trade—Cleveland Stevedore Company, Lederer Terminal Warehouse Company, and National Terminals Corporation—with combined usable berthing space of 3,250 feet. A fourth warehouse operator, Nicholson Cleveland Terminal Company, has 574 feet of usable berthing space but is not now engaged in handling overseas traffic. In addition, there are a number of stand-by piers available for general cargo business with no extensive or major construction necessary.

Cleveland proves again that it is capable of taking action when the circumstances and facts support such a move.

Wm. J. Rogers, Director of Port Control, City of Cleveland

•

PORT OF DETROIT

PLANS are well under way to make the Motor City the finest seaport on the Great Lakes with the coming of the larger freighters. The Port of Detroit Commission, a five-man body charged with the promotion of foreign trade and the provision of facilities to handle it, has recently given the City of Detroit its answers to the question, "What should we build and where?"

The commission last fall proposed that construction of modern marine terminals and cargo handling facilities be accomplished at three sites on the world's busiest

GREAT LAKES and SEAWAYS PORTS—Continued

waterway, the Detroit River. The sites, in order of the priority given them by the Commission, are on the West Side of the city, two miles from the downtown business section; on the East Side, a mile and a half from downtown, and downriver, off Ecorse Bay, some nine miles from the heart of town. The downriver project, a long term undertaking, would reclaim 500 acres of marshland in the middle of the river, next to the channel, and would include the construction of grain elevators and tank farms. The three sites will give the "Midwest Gateway to World Commerce" an additional 15 berths for the larger Seaway vessels.

Approval of the West Side terminals (five berths) has already been granted by governmental bodies and the preliminary work is well under way. When finished in the spring of 1959, it will provide the most highly industrialized community in the world with the last word in port facilities. And the fact that this great, dynamic city is building a port is assurance to importers, exporters and operators that Detroit, world-famed for its technical know-how and civic spirit, will be truly "First on the Fourth Seacoast."

Carlis J. Stettin, Director,
Port of Detroit Commission

•

PORT OF DULUTH

DULUTH consistently has remained the second largest port in the U. S., tonnage-wise, and at times has had more vessel sailings and departures than the leading port of New York. Proud as we are of this distinction, the port and the port district has not kept pace with other ports in regards to development and improvement. The reason for this is apparent. We are a leading "bulk-cargo" port, but sadly lacking in the known "high-value" general cargo which is responsible for the development and improvement of the economy of other ports. This is the Port Authority endeavor to increase the volume of this type of commerce. The seaway we are sure will help us to attain this goal. The Port Authority will endeavor to provide the facilities and promotion necessary for the fast and economical handling of this cargo.

An "active" Port Authority "working force" was put in operation in the Spring of 1956. Its main objectives were to uncover as much information concerning the port's past and present operation; to study other ports' problems in development; to survey present-day foreign commerce originating in our trade area. Equally important, the promotion of "port consciousness" within our trade area was begun. We have determined by existing inland-rate "break even points" an area of over 540,000 square miles—8 million population—an area rich in manufacturing, agriculture, mining—an area which we believe can better be served more economically by Duluth than by any other Great Lakes, Atlantic or Gulf ports. In a door-to-door survey of manufacturers and processors engaged in foreign trade located within this "area of influence" it was discovered that at present over 450 firms with commerce totaling over 350,000 tons annually are engaged in foreign trade. This tonnage excludes bulk shipments of grains and agricultural oils or fertilizers. If these products were included, the overall tonnage figure for foreign trade in our area of influence would be substantially higher. Much of this overseas cargo, due to present lack of facilities in Duluth, is transported to other ports at a much higher inland rate than would be the case if shipped via Duluth. In regards to bulk movements, Duluth would be the logical exit-entry port to be used once the seaway opens to larger vessels capable of handling such cargo. Our reputation in handling bulk cargo is second to none. Of course, we don't presume that **all** the tonnage mentioned above would be handled by the Port of Duluth, but we do assume that a substantial proportion will be diverted to its own cost advantage through our port. Once established, this tonnage will grow due to increased efficiency of handling.

Plans for financing the construction of a publicly-owned terminal operated by the Port Authority are now being readied. Engineering plans for the site and terminal have already been completed. Ten million dollars will be neded for the initial phase of construction. This terminal will be of the latest design incorporating the most modern features of waterfront terminal construction. Three of the largest ocean-going vessels able to traverse the seaway will be accommodated at one time. Marginal tracks, roads and turn-about areas will also be included. For domestic lake traffic, a feature of the "roll-on-off" will also be included in the overall plan.

We face the future with the certainty that the "seaport" of Duluth will indeed become one of the most important contributing factors in the future economic growth and improvement of the upper Midwest!

Robert T. Smith, Port Director,
Port Authority of Duluth

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GREAT LAKES AND SEAWAY PORTS—Continued

PORT OF GREEN BAY

BOTH historically and geographically, the Port of Green Bay, among those of major importance in the state, stands out in front in Wisconsin. The advantages of this location where the waters of La Baye Verte receive those which flow as the Wolf, and the Fox through Lake Winnebago, draining much of Northeastern Wisconsin, were recognized by the first white men to come upon the scene—the French Explorers in 1634. The Port of Green Bay has, since that year, been a Great Lakes harbor of first rank and now, with the advent of the St. Lawrence Seaway, is about to come into its own as the gateway through which commerce between the vast hinterland, extending westward to the Rockies on the one hand, and the ports of the world on the other, will be exchanged.

Over the years the waterfront at the port developed in direct proportion to development of the area which was served therefrom, lake commerce, for most part, being the governing factor. The inner harbor was sufficient for all requirements and it was early brought to full fruition but has never been taxed beyond its capacity. When, however, the impact of the St. Lawrence Seaway had to be reckoned with and the immediate future of Green Bay Harbor considered, the first logical step seemed to be the establishment of a county-wide authority to function in connection with harbor matters throughout the metropolitan district which is Brown County. Accordingly, the former Green Bay Harbor and Industrial Authority was abolished, and, effective April 17, 1956, the Brown County Board of Supervisors, under provisions of Chapter 461, Wisconsin Laws of 1955, created the Brown County Board of Harbor Commisisoners. This Board of Harbor Commissioners, comprised of nine commissioners and employing a full-time executive secretary, has jurisdiction in all activities relating to the waterways of Brown County, including the cities of Green Bay and De Pere, and may plan such improvements as are necessary and can be economically justified.

To provide for deep-draft ocean-going vessels which will move into the Lakes with opening of the Seaway and for the large lake carriers already plying lake waters, and even larger lake boats now under construction, the Brown County Board of Harbor Commissioners appeared before the Corps of Engineers, U. S. Army in a hearing at Sturgeon Bay, Wisconsin, January 16, 1957, and requested that consideration be given the establishment of (1) an adequate outer basin, a revetted canal, and a channel through Sturgeon Bay to the vicinity of Sherwood Point of a minimum

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depth of 24 feet below mean low water datum **(2)** that the entire project be free of impediments or hazards to navigation that will in any way prevent the use of the facility by vessels presently or in the foreseeable future trading at Green Bay.

Similarly, an appearance was made in hearing at Green Bay, February 6, 1957, and there the Corps of Engineers, U. S. Army, was requested **(1)** to provide for 27-foot navigation in the outer channel from that depth in Green Bay to Prairie Avenue within the mouth of the Fox River, concurrent with the deepening to 27 feet of the connecting channels and the consummation of the St. Lawrence project; **(2)** to establish harbor lines in the proposed outer harbor area and along the west bank of the Fox River from the Fort Howard Paper Company mill in the Town of Ashwaubenon to the Turning Basin at De Pere so as to permit of orderly and early industrial and harbor development in these areas; **(3)** to forthwith provide a 24-foot depth in the outer channel from that depth in Green Bay to the 24-foot depth at Prairie Avenue, necessary to provide safe and unimpeded navigation for the ships of the Great Lakes Fleet presently trading at Green Bay.

There has been a tremendous industrial expansion in Green Bay and all the widespread area tributary to this gateway port since 1926, but we have kept abreast of it and we will be ready for the opening of the Seaway when it comes in 1959.

John F. Sainsbury, Executive Secretary, Brown Co. Board of Harbor Commissioners

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PORT OF HAMILTON

THE Hamilton Harbor is located at the extreme western end of Lake Ontario, and divided by a natural sand barrier through which an entrance channel has been cut to afford access to the harbor. This port is the link between the head of the lakes and the great St. Lawrence waterways to the east. With the completion of the St. Lawrence waterway and extensive plans for the development of our harbor, which have now been drawn and are being carried out year by year, it will give the best harbor and distribution facilities on the Great Lakes, and is located in the densely populated and rapidly growing district, with diversified industries producing goods sold in the world market. The city of Hamilton and district will become the leading trading and industrial distribution center on the Great Lakes.

New construction this year consists of extension of the Wellington Street docks, which is the start of a new 12-acre terminal, and further development of this area will be a terminal warehouse, 160' x 600', with up-to-date equipment and facilities. Our Harbor Commission has realized the value of ocean-going steamship companies and cargo ships using this port, and intend in the future to build what is termed the Ship Street Terminal located east of Wentworth Street, and is urgently required by industry; also, careful study and planning of the Strathearne public slip, which is at the extreme east end of the harbor.

Under the present facilities and dockage, a glance at a few statistics shows every reason for past and present expansion programs. Foreign vessels using the port in 1948 consisted of one steamship line. This year, 1956, there are 51 shipping companies using the port of Hamilton, of which 18 are overseas lines. These world-operated steamship companies know that we have seven Harbor Commission docks covering 77½ acres of waterfront for storage, bonded warehouse and dockage. Our Harbor Commission is also in the process of negotiating for the construction of a grain elevator which will be erected on an appropriate site. This grain elevator will be a boon to boats bringing Labrador iron ore into Hamilton, which can return with a cargo of grain for the large elevators situated along the St. Lawrence River at Montreal, Three Rivers and Quebec City.

There are four shipping, forwarders and stevedoring companies and six private docks (details to follow) in the port. The navigation season is from April 1st to December 15th. Two privately owned tugs are available if and when required, although it is not necessary to use tugs for berthing purposes. Bunker coal and oil can be delivered to boats at the dock, as we have storage for three million gallons of fuel oil, or which can be delivered by tank car or pumped direct from the main lines to vessel. Three railway companies service the entire dock area: Canadian National Railways, Canadian Pacific Railways and the Toronto, Hamilton and Buffalo. There is also good anchorage in the harbor, and customs and health officers maintain offices in the dock area; and as it is a port of entry, customs officers board vessels from all foreign ports.

We also have 14 shipping channels dredged to a depth of 23 feet; seven channels are lighted by 12 electrically-operated buoys, and eight of these with radar reflectors. For future use, seven other channels are charted but not buoyed at present. Of further assistance to navigation are 12 identification dock lights and three range-finding lights, with a 24-hour harbor patrol. This modern harbor is controlled by the Government for the people, through our Harbor Commission.

C. W. Morgan, General Manager, Hamilton Harbor Commissioners

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GREAT LAKES AND SEAWAY PORTS—Continued

PORT OF MILWAUKEE

MILWAUKEE long ago showed its firm belief in the inevitability of the St. Lawrence Seaway by building the most modern outer harbor facilities to be found anywhere on the Great Lakes. As early as 1931, Milwaukee built modern outer harbor piers with design features which will permit them to accommodate deep draft ocean shipping merely by dredging, and without any reconstruction of dock structures. Milwaukee's municipal port development features facilities of the most modern design for lake, ocean, and barge traffic. Milwaukee's port facilities already feature the most modern general cargo terminal, the most modern petroleum docks, and superb facilities for bulk and heavy cargoes. Its 90-ton capacity municipal gantry crane, with a battery of smaller cranes, has won for it a deserved reputation as "the premier heavy-lift port of the Great Lakes."

The City of Milwaukee is not resting on its laurels and has authorized major new facilities in preparation for the St. Lawrence Seaway project. Its program of new facilities now under contract or in the final design stages, includes the following: **(1)** a modern new outer harbor pier to serve lakeborne passenger and automobile traffic, with facilities for handling vessels of seaway draft, at an estimated cost of $1,300,000—under construction; **(2)** 20-acre land fill to provide 1,900 feet of deep draft berthing space and new land for terminal or industrial development, at a cost of $680,000—under contract; **(3)** vehicular viaduct and arterial highway improvements at the perimeter of harbor area, at a cost of $3,000,000—partially under contract; **(4)** marginal highway to serve outer harbor piers, at a cost of $180,000—complete 1956; **(5)** expansion of harbor railroad system and purchase of new cranes and cargo-handling equipment — programmed 1958-1961 — estimated cost, $600,000.

The highlight of Milwaukee's port improvement program, however, is a new, ultra-modern outer harbor pier and general cargo terminal to provide berths for five large ocean vessels, at an estimated cost of about $5,600,000. Bids for the first-phase construction of this new terminal will be opened mid-April, 1957. It will be one of the outstanding port facilities of the entire world in terms of capacity and modern design features.

The modern municipal port facilities now in service at Milwaukee, and the expansion program outlined above, should adequately prepare Milwaukee for the first five to 10 years of the St. Lawrence Seaway era. With its new facilities complete, Milwaukee's municipal outer harbor will have 22 working berths for deep draft lake and ocean shipping, plus the extensive private facilities of its inner harbor. It will without question be not only the best-equipped port of the Great Lakes, but will stand out in world shipping as a well-equipped and versatile port for all types of commerce.

H. C. Broekel, Municipal Port Director, City of Milwaukee

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PORT OF MUSKEGON

EARLY in June a group of some 20 or more Muskegon businessmen and port officials will journey to Europe via Scandinavian Airlines System to canvass shippers and receivers of overseas freight in principal West European and Baltic ports in an effort to acquaint them with the port of Muskegon and its facilities. Object: to demonstrate that all export-import business on the Great Lakes need not be confined to the major metropolitan centers, and that lesser ports can frequently render a superior service. On this pioneer expedition Muskegon hopes not only to register as the principal east-bank Lake Michigan port but to acquaint European ship lines, charterers, exporters and importers with Muskegon's outstanding port facilities, its highly mechanized wharf, rail and truck connections and rates, nature of the commerce flowing through the port, etc. Across-the-desk talks, Muskegon has discovered, are necessary to back the sales literature that has been sent abroad. Furthermore Muskegon has organized a corporation which has chartered a foreign flag ship for the 1957 season to carry Michigan navy and pea beans abroad and bring back foreign clays, etc., for the paper industry as well as other products.

When the Seaway is completed, Muskegon hopes to have an established commerce for the larger ships. To achieve this, it will emphasize superior port facilities, a trained stevedoring organization, and above all, intensive selling both here and abroad. Muskegon's 21-foot harbor must be deepened to 27 feet, the U. S. Army engineers have been told, and the community will develop any additional dockage that may be needed.

Last year Muskegon had 49 sailings to overseas ports. It increased its export-import business with European ports by nearly 500%. A substantial increase is expected in 1957. Port development is being handled by Captain Wheatley N. Hemmick, graduate of U. S. Merchant Marine Academy, with years of experience as a ship master on the several oceans.

John C. Beukema, President, Great Lakes Harbors Association

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GREAT LAKES AND SEAWAY PORTS—Continued

PORT OF SUPERIOR

SUPERIOR is rapidly preparing itself for the advent of the Seaway. Its Harbor Commission is aggressively active and is receiving the full and complete cooperation of all agencies, including city, county and state offices, Association of Commerce service clubs, the Superior Industrial Development Corporation and the local citizenry.

All major channels in Superior are dredged to a depth of 25 feet, and the Corps of Engineers has been petitioned to deepen these channels to a depth of 27 feet. The eight railroads serving this port are equipped to handle any volume of traffic and the classification yards are likewise sufficient in every respect. Adequate trucking service is even now available from all points.

Although this port has been known for years as a bulk port, second only to New York, it is already equipped with four merchandise docks capable of handling practically every type of cargo. Dock and grain elevator firms are making plans for any changes necessary to efficiently and economically handle their commodities.

With its abundance of soft water, electric power, good labor relations, high productivity of labor, its year round good working weather and its incomparable waterfront Superior already sees evidence of industrial expansion. But above all, the "state of mind" of the average citizen is UP. People are preparing for the Seaway in their own minds. They have read about it for 50 years and hoped for it during that time, and now that it is fast becoming a reality they are not going to be found lacking in any respect. We are dedicated to making the port of Superior a superior port.

W. F. Sundeen, Vice-President,
Superior Board of Harbor Commissioners

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PORT OF TOLEDO

ON March 1 the Board of Directors of the Toledo-Lucas County Port Authority voted unanimously to sign option agreements for 124 acres of waterfront property along Toledo's harbor. This move toward eventual purchase of ideally situated port improvement sites will place Toledo in position to actively campaign for world trade through the St. Lawrence Seaway, said E. O. Jewell, general manager of the Port Authority. Federal legislation has already authorized a $519,000 project for the widening of the Toledo Harbor channel and a bill now before the U. S. Senate includes provisions for additional widening and the creation of a turning basin in the harbor.

In 1956 the Port of Toledo handled approximately 36 million net tons of cargo. Present waterside facilities were more than adequate to service 5,152 arrivals and departures last year. Coal shipments from Toledo docks in the first two months of 1957 were 77,000 tons ahead of the same period in 1956. Vessels continued operation during the winter months in and out of Toledo. Toledo, the third largest United States port on the Great Lakes in volume of tonnage handled, and the ninth largest port in the United States, is hoping to build an even greater port from the $100,000,000 St. Lawrence Seaway development.

Toledo has a natural harbor along the Maumee River, consisting of 17 miles of waterfront. Geographically, it is the southermost of the Lakes ports and provides the shortest land-water route to the Atlantic from mid-west industrial centers. Situated at the western terminus of the present Seaway project, Toledo prepares for the 1959 completion. The Toledo-Lucas County Port Authority is taking careful, but deliberate, steps to see that Toledo IS ready.

E. O. Jewell, General Manager,
Toledo-Lucas County Port Authority

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PORT OF TORONTO

THE transaction from a lake port to a lake and ocean port has been going on at an accelerated pace during the past few years. Marine terminals that had been provided for the lake carriers were utilized for merchandise discharged from the ocean vessels but as could be expected, the operation was not as efficient as could be desired. The Toronto Harbor Commissioners, under whose administration the port comes, authorized the construction of a gigantic new terminal that was completed two years ago. Prior to the letting of the contracts, a letter of inquiry was sent to 60 of the major ports located all over the world requesting advice concerning the latest designs in their terminals. It was an indication of the good will that exists between port authorities when 58 replies were received. After complete study of all suggestions, the new terminal was built and has proved entirely efficient in operation.

Last season the movement of cargo through the new facility proved to be so voluminous that plans were rushed for another terminal of approximately 90,000 square feet. The new addition in the port will provide a dockside examination room for the Customs as did Marine Terminal No. 11. This important feature helps to speed up the movement of cargo from the piers to the consignee and cuts down lapsed time anywhere from 24 to 48 hours. The pier upon which this new terminal will be erected is 26 acres in area and has 3,300

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GREAT LAKES AND SEAWAY PORTS—Continued

lineal feet of berthage extending some five city blocks in length. It will thus be possible to build additional terminals as business warrants.

The draft restrictions in the harbor at the present time are governed by the depth of the Western Channel which is 25 feet. This is to be deepened along the approaches to the channel and tenders on this aspect of the port development are being called immediately. Additional dredging in some of the slips will permit the deep draft ocean vessels that are able to navigate the St. Lawrence channels to dock at the piers at the Port of Toronto. It is a decided economical advantage that the pier construction over the past 40 odd years has been carried out with an ultimate 30-foot depth in mind and therefore expensive alterations to the piers to permit additional depth has been eliminated.

The Engineering and Planning Departments are busily engaged in the study of the berthage and the pier areas. These studies have progressed to the point where it has become obvious that it is quite possible to double the existing 12 miles of berthage and in a manner within the economic scope of the port authority. This expansion, of course, would not take place until the existing wharfage showed signs of proper and fullest utilization. Five additional lines will commence calling at the Port of Toronto in 1957, supplementing the 19 already operating through the port. The tonnage carried by the 19 lines last year rose 37.1% over the previous year. These two facts would indicate the growing importance of the port in the direct liner service and augurs well for the future of the port after the official opening of the Seaway in 1959.

E. B. Griffith, General Manager, Toronto Harbor Commissioners

NHB SEAWAY PORTS

A NUMBER of the most important harbor developments since the administration of Canada's national harbors was placed under the National Harbors Board 21 years ago are now under way. These developments include the provision of increased and enlarged berthing and grain elevator facilities to accommodate and expedite the turn-around of the large lake ships which, upon completion of the St. Lawrence Seaway, are expected to replace the small canal-size vessels in the carriage of bulk grain from the Head-of-the-Lakes to the harbors of Montreal, Three Rivers and Quebec for transshipment to ocean vessels for overseas markets and to railway cars and trucks for domestic markets in Eastern Canada. Measures are also being taken to improve and increase the facilities for loading grain to ocean vessels and to modernize other grain elevator equipment and operating techniques. A substantial increase in sheded and open wharf space is also under way to take care of increased shipping and traffic.

All these developments, with the exception of the changes to the privately-owned grain elevator system at Three Rivers, are being undertaken by the National Harbors Board which administers the national harbors of Halifax, N. S.; Saint John, N. B.; Chicoutimi, Quebec, Three Rivers and Montreal, P. Q.; Churchill, Man., and Vancouver, B. C.; also the transfer grain elevators at Prescott and Port Colborne, Ont.

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GREAT LAKES AND SEAWAY PORTS—Continued

When a survey was made of Canada's national ports in 1931-32, it was found that there had been intensive development in the previous decade and that harbor facilities were generally well in advance of the traffic. Consequently, until recently the capital expenditures at the national harbors have been on a relatively small scale. Requirements at the St. Lawrence harbors arising out of the construction of the Seaway as well as growth of shipping and traffic have brought about expenditures of a capital nature on an ascending scale during the past few years.

At the harbor of Montreal contracts to the value of $13,000,000 are in progress at present. Included in the works in progress are wharves and piers providing 5,200 linear feet of berthing for 9 large ocean ships, two transit sheds with a floor area of 110,000 square feet, grain gallery extensions totaling 1,800 feet in length at Elevators "B" and 3, a traveling shiploader at Gallery No. 2, high-speed traveling marine towers and receiving facilities at Elevator No. 1 and major alterations and improvements to Elevators 1 and 2. A number of existing berths are being dredged to a minimum depth of 35 feet to accommodate the larger tankers now using the port. Work is also under way to provide grade separation at the south end of Jacques Cartier Bridge.

Nearing completion at Quebec is a new oil wharf 590 feet long which will provide an additional storage area of over 800,000 square feet. Plans are under way for a large expansion of the grain elevator facilities at this port, including berthing accommodation for the large lake vessels.

At Three Rivers, in addition to the expansion of the grain elevator facilities already referred to, the National Harbors Board has called tenders for a new transit shed of the most modern design with a floor area of 55,000 square feet.

Reference has been made to the large lakers which today are prevented by their size from moving grain east of the transshipment elevator at Prescott. These ships are from 600 to 700 feet long and are capable of carrying at one time from 600,000 to 700,000 bushels of grain. This quantity would require for its movement by rail some 300 to 350 cars and is sufficient to fill two modern ocean ships of 10,000 tons capacity. These large lakers dwarf the present canal-size vessels which are only 250 feet long and have a cargo capacity of approximately 90,000 bushels.

It is difficult to say what changes the Seaway will bring about in the traffic pattern, nor can an accurate estimate be made of the increase in water-borne cargo tonnage which is expected to develop at the St. Lawrence national harbors following the opening of the Seaway. If only the past trend continues the increase in cargo tonnage will be substantial. During the 21-year period of centralized control the total cargo tonnage for the harbors of Montreal, Three Rivers and Quebec rose from 16,618,625 tons in 1935 to 26,315,515 tons in 1956, an increase of 58%.

It is the policy of the National Harbors Board to insure that the harbors under its jurisdiction will be ready to cope satisfactorily with any problems arising from the operation of the Seaway.

W. C. Perron, Exec. Dir. & Traff. Off., National Harbors Board, Canada

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Port Activities

THE **Port of San Francisco's** cargo sales department, which recently added representation in Australia and New Zealand, announced a further expansion of its "shipper service" organization in California. Traffic Manager Jeff H. Myers said the port has established a new branch office in Fresno to serve shippers in the San Joaquin Valley, whose agricultural products are exported through San Francisco in large volume. Additions to the port's San Francisco traffic staff were announced at the same time. Robert Knops, former traffic representative with the Matson Navigation Co. and National Lead Co., has been appointed San Joaquin Valley representative with headquarters in Fresno's Mason Building. The new valley office joins branches opened last year in San Jose and Sacramento, to round out the port's representation in all of Northern California's major growing and shipping areas. Named as traffic representatives in the San Francisco area were Morris J. McAdams and Edward C. Nolan, formerly members of the port's wharfinger staff.

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Four new cargo distribution buildings, to cost about $4,400,000, will be built by **The Port of New York Authority** on a 1,000 by 800-foot site at Port Newark, southwest of the intersection of Tyler and Export Streets and extending to Calcutta Street on the south side of the Channel. The one-story buildings, with a total area of 412,160 square feet, are being built in advance of actual leasing to expedite their availability to meet the demand for distribution space at the New Jersey seaport. Construction will begin this spring with completion scheduled by the end of 1958.

•

The promotion of Herbert V. C. Wade, from assistant director to director, Bureau of Transportation, **Virginia State Ports Authority,** was announced. In announcing the promotion, VSPA Director David H. Clark said: "This is a well-deserved recognition to a man who has made valuable and lasting contributions to the development of Virginia's ports and their commerce." Wade has been with the Virginia State Ports Authority and its predecessor organizations since 1944. He was appointed assistant director of the transportation bureau on January 1, 1954. Clark also announced three other promotions in the Bureau of Transportation. Blair P. Wakefield was elevated from senior traffic analyst to assistant director; Clyde R. Sandell from analyst to senior traffic analyst and Dallas F. Bell from rate clerk to traffic analyst.

•

The Public Service Award for the Metropolitan Los Angeles Area was presented to Clancy W. Dayhoff, director of public rela-

"Progressive port management cooperates with shippers in solving problems . . ."

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Peter D. Walsh
General Traffic Manager
The Celotex Corporation

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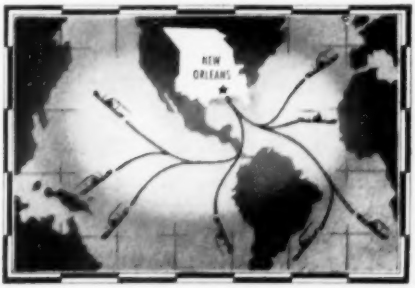

NEW GENERAL MANAGER HAPPY — When J. P. Turner arrived to take over his new duties he was gratified because a $7 million bond issue had been voted Jan. 31. Here he is before a photomural of the Port of Houston at the Houston International Airport. The photomural was put there by Houston Rotary Club. Left to right, Vernon Bailey, director of Port operations; Chairman Howard T. Tellepsen of the Port Commission; General Manager Turner.

Houston Port Bureau Offices. Write these offices for help on shipping problems:

HOUSTON
Nicholas Patton, Gen. Mgr.
704 Cotton Exchange Building

DALLAS
John R. Weiler
313 Cotton Exchange Building

KANSAS CITY
Charles A. Barrows
Board of Trade Building

NEW YORK
John A. Lala
2440 Sheraton-Whitehall Building

Navigation and Canal Commissioners of the Harris County Houston Ship Channel Navigation District are: Chairman Howard T. Tellepsen, W. N. Blanton, vice chairman; John G. Turney, R. Vernon Whiteside, H. M. Crosswell, Jr.

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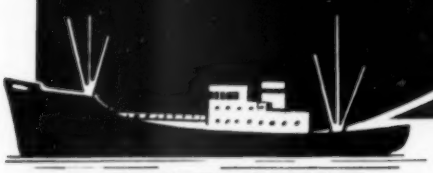
THE PORT OF HOUSTON STARTS $12 MILLION IMPROVEMENT PROGRAM



The twelve million dollars does NOT include a $1,200,000 dock now being built out of current income. It will be ready late in the fall of 1957.

THE IMPROVEMENT PROGRAM

PROJECT	TAX SUPPORTED BONDS	REVENUE BONDS
Three Wharves and Docks	$3,900,000.00	.....
Two Transit Sheds	600,000.00	.....
Roads and Paving for Access to Docks	200,000.00	.....
Railroad Facilities (Additions and Betterments)	1,750,000.00	.....
Foreign Trade Center	550,000.00	.....
Two Storage Facilities	.....	$ 500,000.00
Dredging (Rights of Way and Spoil Disposal Areas)	.....	850,000.00
Bulk Handling Facilities (Green's Bayou)	.....	1,000,000.00
Gantry Crane	.....	100,000.00
Marine Leg Installation to be used in conjunction with Gantry Crane	.....	150,000.00
Replacement of Shops and Repair Facilities		80,000.00
Locomotive Cranes and other such equipment		500,000.00
Rehabilitation of Wharf No. 1	.....	500,000.00
Unforeseen Items and Contingencies	.....	1,320,000.00
Total	$7,000,000.00	$5,000,000.00

PORT ACTIVITIES—Continued

tions for the **Port of Los Angeles,** for "outstanding achievement in 1956," at the annual meeting of the Publicity Club of Los Angeles. Presenting the plaque was Ray Silvius of Western Air Lines. Judges were 40 members of the area's daily newspapers, West Coast representatives of national magazines, and local T.V. and radio news managers. The award was made on the basis of "local, national and international publicity featuring the Port of Los Angeles." . . . Forty percent of the foreign-made automobiles being brought into this country are coming through the Port of Los Angeles, according to John F. Parkinson, the harbor's traffic manager. He announced that imports during 1956 equaled 12,000 as compared to 7,000 in 1955, and estimated that this year's tally would be considerably higher. Parkinson said the major reasons for the high importation rate through the Port of Los Angeles are the high rate of car ownership, the popularity of the European car on the West Coast, and the low cost of shipping direct by sea.

•

Four veteran employees of the Alabama State Docks at the **Port of Mobile** received promotions, Ward W. McFarland, director of the ocean terminal at Mobile, announced. M. C. Cunningham was promoted to general manager and traffic director, and C. U. Irvine was promoted to general manager of operations. W. H. Black, Jr., and J. C. Ward will serve as assistant operations managers.

•

James W. Martin, of the trade development department of the **Port of New Orleans,** has been appointed director of trade development for the port, effective March 18, 1957. This was announced by W. D. Roussel, president of the Board of Commissioners of the Port. The director of trade development is responsible for the promotion of traffic via the Port of New Orleans, Roussel said. He supervises all phases of trade and traffic development, including the Board's interior offices in New York, Washington, D. C., Chicago, St. Louis, and the new office to be opened in Cincinnati. He also supervises activities of the Latin American division, the general southern agent, based at New Orleans, and the traffic, publicity, and statistics divisions of the Board. Capt. T. L. Lewis, assistant general manager of the port of New Orleans, has been acting director of the department since the death of the former director.

•

Announcement of the appointment of Clyde W. Hannes as Port Representative in the area served by the Pittsburgh office of the **Delaware River Port Authority** was made recently. Mr. Hannes has had long and varied experience in traffic and transportation throughout the area to which he is assigned. His most recent position has been as General Agent, in Pittsburgh, for the Duluth South Shore & Atlantic Railroad Company. Prior to this association he was for many years connected with the Canadian Pacific Railroad; and Pennsylvania.

•

The **Port of Galveston,** Texas' major deep-water gateway to trading centers the world over, recorded a milestone in the handling of the 1956-57 cotton crop season last month by loading the millionth bale aboard an outward-bound steamer. Shipments of as high as 50,000 bales a week have been recorded since August 1, 1956.

•

Within three months the **Port of Seattle** will have in operation one of the most modern coal-handling facilities on the entire West Coast, it has been announced by Port of Seattle Commissioners E. H. Savage, M. J. Weber and Clarence H. Carlander. The Port has laid plans for the expenditure of approximately $104,000 to replace the existing coal bunker at Pier 43, which became inoperative recently due to a break in the metal conveyor belt, which has been in use for over 50 years. Port engineers have been authorized by the Commission to tear down the old wooden tower and conveyor gallery, and to begin preparation of detailed plans for the construction of a new structural steel tower and tipple, and a new rubber conveyor belt.

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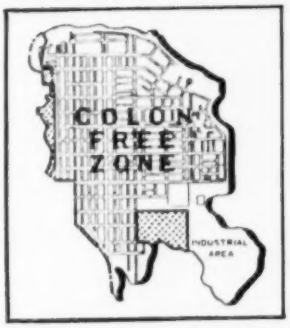

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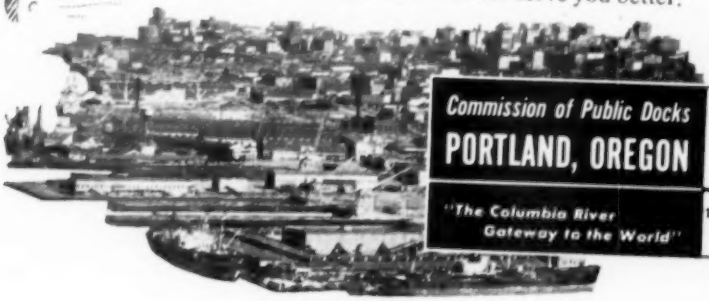

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Marine Notes

THE **United Fruit Company** has opened a new ground floor branch freight office at 61 Pearl Street, in downtown New York, for the convenience of shippers and freight forwarders. V. Bonnaffee, Jr., freight traffic manager, said the new office is available to shippers and freight forwarders for pick-up and delivery of bills of lading, as well as to receive export declarations.

•

West Coast Line, Inc., announces that it will transfer its inbound and outbound operations from Pier 4, New York Docks, Brooklyn, to Pier 37, Atlantic Basin, Brooklyn, effective April 1. Deliveries will be accepted at Pier 37, Atlantic Basin, commencing April 1. The first southbound sailing from Pier 37 will be the MV Cerda Dan, scheduled to sail April 12, and all future sailings of the West Coast Line to the Panama Canal and west coast of South America will be maintained from this terminal. Pier 37, Atlantic Basin, is located at Clinton Wharf and Ferris Street, Brooklyn, N. Y. Telephone numbers at Pier 37 will be the same as those at Pier 4, namely, Receiving: TRiangle 5-8528. Delivery: Main 5-5183.

•

Ernest Glaessel, president of **Glaessel Shipping Corporation,** chartering brokers and steamship agents in New York, announces the appointment of the following vice presidents: Egil Molstad, manager, Chartering Department; August Weber, manager, Operating Department; Walter Nielson, formerly of I. F. C. Lines, manager of the Liner Department, which handles the recently established Columbus Line service from Canadian and USA East Coast ports to Brazil, Uruguay and Argentine. Carl F. Ewig, one of the principal stockholders of the corporation, was elected executive vice president.

•

Barber Steamship Lines, Inc., announces that effective April 1 all future Barber Line vessels sailing from New York to Far East destinations will load at Pier 5, Bush Docks, Brooklyn. This terminal is located at the foot of 43rd Street. Telephone: HYacinth 9-9300. The first vessel to load at this new Barber Line terminal will be M/S Ferndale.

•

Farrell Lines has named Russell H. Benton, formerly of the Detroit office, as district manager in Baltimore with offices in Norton, Lilly & Company, Court Square Building, beginning April 1. In his new appointment Mr. Benton brings 25 years of Farrell experience to the newly-created post which is designed to augment cargo solicitation in the area the port of Baltimore serves and including Philadelphia, Hampton Roads and the surrounding territories. At the same time the Detroit office will be headed by John N. Kelly, a 21-year veteran, as sales representative for Farrell Lines in both Chicago and New York. Using his solid background in that capacity, Mr. Kelly, in replacing Mr. Benton, is being transferred from New York to take charge of the Detroit branch.

•

At the annual meeting of the **Weyerhaeuser Steamship Company,** held in Tacoma, Washington, last month, the following officers were elected: president, Charles H. Ingram; vice president and general manager, Donald Watson; vice president (Atlantic Coast), L. C. Howard; secretary, George S. Long, Jr.; treasurer, H. E. Nelson; controller, Robert W. Boyd; assistant secretary and assistant treasurer, C. M. Harmon, Jr.; Northwest manager, L. J. Rogers. Newly elected to the board of directors of the company are: Norton Clapp and Joseph E. Nolan. Others on the board are: L. C. Howard, Donald Watson, Charles H. Ingram, L. J. Rogers.

•

Norton, Lilly & Company, in the first step toward moving its operations early in 1958 to a $10,000,000 four-berth terminal under construction by The Port of New York Authority at Port Newark, will occupy for a year two cargo terminal buildings and adjacent vessel berths on the south side of the seaport. The buildings, Numbers 137 and 141, contain a total covered area of 182,608 square feet.

•

Coastwise Line has announced the appointment of **International Shipping Company, Inc.** as its Pacific Northwest agency effective April 1, 1957. On that date Coastwise Line will close its offices in Portland and Seattle and all business for the Columbia River and Puget Sound areas will be handled by International Shipping Company offices there. Coastwise Line said the

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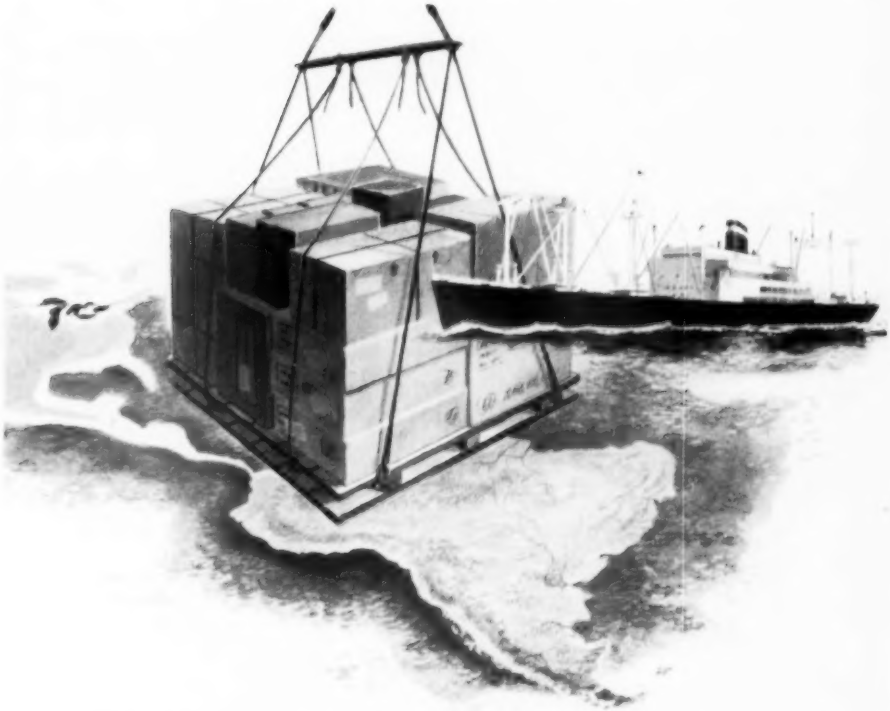

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Baltimore: Garrett Bldg., Saratoga 7-2607
New Orleans: West Coast Line, Inc., 309 Carondelet Bldg.
Chicago: Kuecker S/S Services, Inc., 6 N. Michigan Ave.
Detroit: J. H. Schaefer & Co., Inc.
1315 Majestic Bldg.

MARINE NOTES—Continued

new agency arrangement was made to provide the shipping public with extended coverage and increased efficient service that can be provided by International Shipping Company's large facilities throughout the Pacific Northwest. International Shipping Company, Inc. has offices in Seattle at 704 Third Avenue, Telephone: Eliot 5511, and in Portland in the Lewis Building, Telephone: Capitol 7-2674.

•

A new, ultra-modern cargo liner for the **Johnson Line** was launched several weeks ago at the Lindholmen Shipyard in Gothenburg, Sweden. The vessel was christened the M.V. Rio de Janeiro by Mrs. Axel Johnson, Jr., wife of the president of the line. The Rio de Janeiro is the first of six motor ships of the same type to be built for the Johnson Line by the Lindholmen Shipyard. The new vessels are especially designed for the line's regular service between Sweden and Brazil, Uruguay and Argentina. They will also call at ports in several other European and South American countries.

•

S. Kikuchi, general manager, San Francisco Branch of **Nippon Yusen Kaisha,** announced resumption of the regular berth line service from Japan to the West Coast of Central America and South America with a monthly sailing via U. S. Pacific Coast ports. Ports of call include Colombia, Ecuador, Peru and Chile. The initial vessel was the S/S Kyoyu Maru, sailing from Yokohama March 24, 1957, and due in Valparaiso on or about May 14.

•

Joseph S. McDermott has been appointed assistant manager of **Rice, Kerr & Company, Inc.,** Houston, it was announced by Cortland D. Linder, vice president of **Kerr Steamship Company, Inc.,** New York. Mr. McDermott assists Frank Dunn, Houston manager, furthering the activities of the subsidiary of Kerr Steamship Company, Inc.

•

TMT Trailer Ferry, Inc.'s truck trailers, fully loaded with French Bordeaux wines, champagnes, cognacs, tires, machine parts and Swiss cheese, which were rolled aboard the world's largest truck trailership, the TMT Carib Queen, in France, were rolled off at Philadelphia several weeks ago, completing the return leg of the ship's maiden voyage to Europe. The ship's arrival marked the first door to door transatlantic truck trailer "fishy back" service between Europe and the U. S., literally making a highway out of the ocean.

•

Frazer A. Bailey has been named managing director of **American Export Lines,** and John E. Gehan, former executive vice president, has been named president, succeeding John E. Slater, who retired several months ago.

•

A new, bi-monthly Canadian service from Montreal and other East Canada ports to Brazil, Uruguay and Argentina will be inaugurated by the **Brodin Line.** The first sailing will be by the Swedish motorship Nyland.

•

The M.V. Guatemala, fifth of six cargo vessels of its type being built for the **Mamenic Line,** arrived in New York on its maiden voyage from Bremen, Germany, last month.

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NEW YORK—French Line, 17 State Street
SAN FRANCISCO—General Steamship Corp., Ltd., 432 California Street

Railroads In Foreign Trade

THE **Baltimore and Ohio Railroad's** TOFCEE Service (Trailer-on-Flat-Car) has been extended to provide additional coverage to and from points in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Wisconsin and Wyoming. Announcement of the expansion was made by H. E. Simpson, president of the B. & O. Shippers and receivers in Philadelphia, Pa.; Baltimore, Md.; Washington, D. C.; Wheeling, W. Va.; Pittsburgh, Pa.; Youngstown, Cleveland, Toledo and Cincinnati, O.; and Louisville, Ky., obtain benefit of this expanded interline trailer-on-flatcar service. The new arrangement permits eastern and central freight users to ship and receive via piggyback as far west as Omaha, Nebr.; Denver, Colo., and Billings, Mont. Many intermediate cities in the west are also included. Western railroads participating in the new extension are the **Santa Fe; Chicago & Northwestern; Burlington; Rock Island; Colorado & Southern; Minneapolis & St. Louis; Missouri Pacific; Union Pacific;** and the **Wabash.** Last year, interline TOFCEE Service went into effect between B. & O. points and cities in Arkansas, Louisiana, Oklahoma and Texas, which permits hauls to and from the southwest. This includes such distant points as San Antonio, Galveston and Houston, Texas, as well as numerous other communities.

•

"Strikes and lockouts in the railroad industry should be outlawed," Daniel P. Loomis, chairman, **Association of Western Railways,** said recently. He advocated a modified form of compulsory arbitration. Speaking before the Western Railway Club at Chicago, Loomis said "it is inescapable that if an industry is so important to the general welfare of the public that a test of economic force cannot be tolerated, then some substitute for that use of economic strength must be adopted."

•

With the movement of one of the heaviest shipments ever to be handled over its line, the **Illinois Central Railroad** stated that it is demonstrating the traditional ability of railroads to move anything, anywhere, anytime. The shipment, a giant steam drop forge hammer weighing nearly three-quarters-of-a-million pounds, left the Illinois Central's electronic classification yard Markham, Chicago, last month for New Orleans. On arrival at the Illinois Central's Stuyvesant Dock Yards at New Orleans 11 days later, the shipment was transferred to the Fabre Steamship Line for export to France. It is one of the heaviest machine shipments of record ever to move through the Port of New Orleans.

The tremendous weight of the forging hammer required its movement in three freight cars. The principal part of the shipment, a base and sub-base weighing 500,000 pounds, necessitated the use of a specially constructed 250-ton capacity flatcar. This flatcar had a specially designed heavy duty underframe mounted on 24 wheels. The balance of the shipment weighing 190,000 pounds required an additional flatcar of conventional construction and a standard gondola car. Angle irons welded to the floor of the flatcar were used in blocking the forging hammer to prevent shifting while in transit.

•

A group of 66 railroad security analysts and investors, from Wall Street and other financial centers, made a comprehensive tour over major portions of the **Missouri Pacific Lines** recently. Purpose of the trip was to acquaint these financial specialists with the railroad's tremendous postwar improvement program and to explain the opportunities for industrial development in Missouri Pacific territory due to its natural resources and central location in the United States.

•

Walter Smith, an officer of **Canadian National Railways** at Montreal for the past 10 years, has been appointed assistant executive representative of the C.N.R. at Ottawa.

•

Since 1945 more than 6,100 locomotives, 3,000 cabooses and 1,200 railway offices have been equipped with radio for communication between road, train and office forces. In addition, more than 2,300 walkie-talkies are now in daily service on United States railroads.

•

Appointment of Patrick H. Hill as **Santa Fe Railway** traveling representative with headquarters at Albuquerque, N. M., was announced by J. P. Reinhold, assistant to the president at Chicago and head of the

(Continued on page 325)

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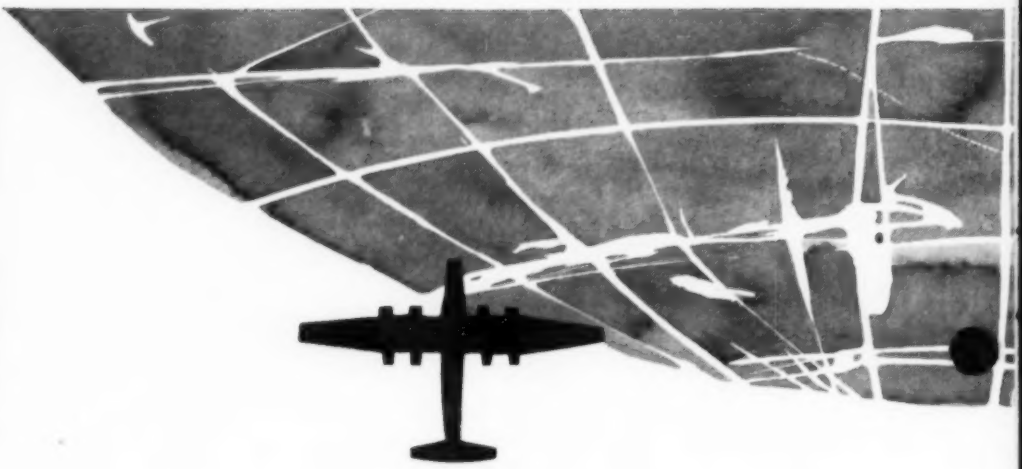

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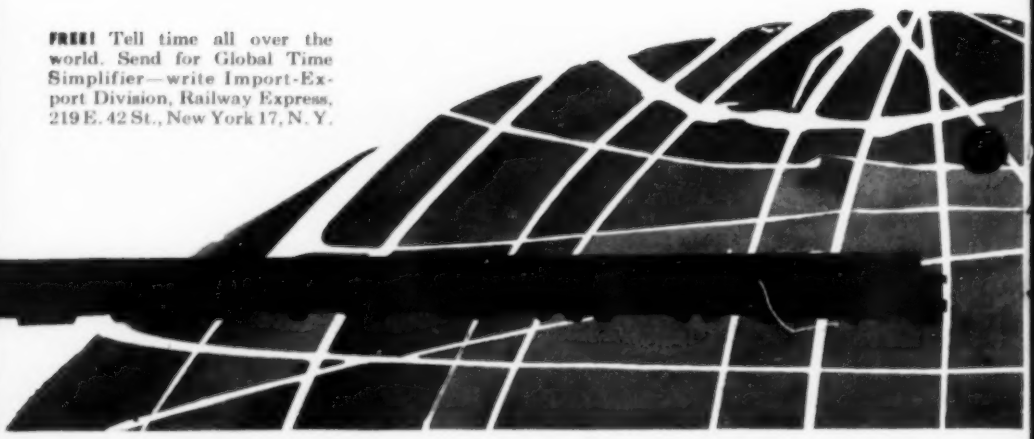

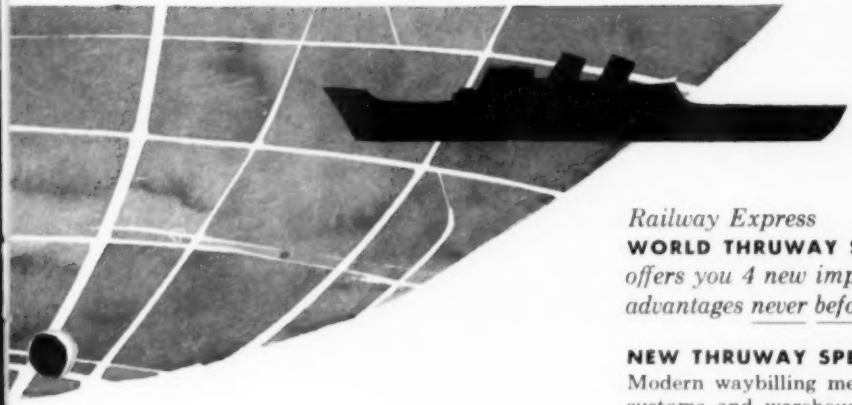

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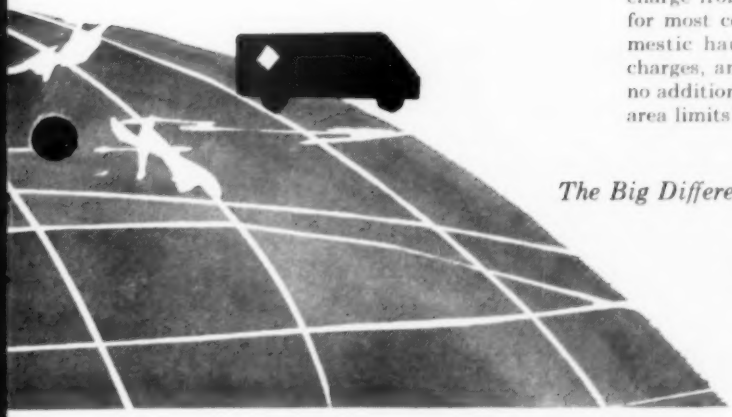

WORLD-WIDE TARIFF CHANGES

NOTE: *During the past month the Department of Commerce has issued the notices of changes in Foreign Tariffs and Trade Controls throughout the world. As these are too comprehensive to be published in detail and of interest only to our readers doing business in particular countries, we are listing their titles, and suggest that if further information is desired, you write direct to the Department of Commerce, Bureau of Foreign and Domestic Commerce, Washington 25, D. C., or any field office of the Department.*

February 18 to March 11, 1957

AFGHANISTAN
Imposes sales tax on some luxury imports.

AUSTRIA
Free trade zone opens at Innsbruck.

BRAZIL
Regulates use of petroleum byproducts. Minimum premiums up on exchange.

CAMBODIA
Defers import license issuance.

CHILE
Raises rate of gold surcharge.

COSTA RICA
Changes various duties. Pharmaceutical registration rules eased.

EGYPT
New laws passed. Extends deadline to comply with law 24. Requires Arabic in commercial communications.

GERMANY
Foreign bank account rules eased. Sets quotas for various products. Proposes to cancel molasses duty. Opens quotas for dollar area imports. Licenses import of U. S. candy.

GUATEMALA
Sets quota for import of flour. Bans import of butter for 6 month period. Revises bases for car duties.

HONDURAS
Repeals import duty reductions.

INDIA
Cuts import of capital goods. Proposes shipping agreement with Italy. Signs 3 year trade pact with Pakistan. Reserve bank given strong controls. To license freely number of staple items. Protection for auto industry advised.

IRAN
Limits pharmaceutical imports to products of 106 foreign firms.

IRAQ
Controls import of lubricants.

LAOS
Foreign capital must be declared.

LEBANON
Sets coloring material regulations.

MEXICO
Establishes trade commission.

NETHERLANDS
Import excise taxes changed

NICARAGUA
Eases deposit for petroleum imports.

NORWAY
Enlarge trade lists with U.S.S.R.

PERU
Extends duty exemptions to all essential medical supplies and equipment.

PERUVIA
New regulations established for registration of pharmaceutical products.

PHILIPPINES
Sets new textile import rules.

RHODESIA
Establishes new customs procedure for clearance of goods imported by rail.

SAARLAND
Adjusts to German trade code.

SARAWAK
Raises duty on liquor, tobacco.

SPAIN
National fuel agency established. Lowers coffee duty.

SWEDEN
Swedish-Soviet trade set in new protocol.

SYRIA
Increases and revises number of duties. Bans export of meat.

TURKEY
Free zone established at port.

EXPRESS SERVICE TO
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FROM NEW YORK

APR. 12—VULCANIA
Lisbon, Gibraltar, Barcelona, Naples, Palermo, Patras, Venice, Trieste

APR. 20—CRISTOFORO COLOMBO
Gibraltar, Naples, Cannes, Genoa

APR. 24—AUGUSTUS
Gibraltar, Naples, Cannes, Genoa

MAY 2—SATURNIA
(from Boston—May 3)
Ponta Delgada, Lisbon, Gibraltar, Palermo, Naples, Patras, Venice, Trieste

MAY 13—CRISTOFORO COLOMBO
Gibraltar, Naples, Cannes, Genoa

Italian Line
Battery Park Bldg., 24 State St., New York 4, Tel.: Digby 4-0800

American exporters are urged to mark

United States of America

on external containers of goods shipped abroad

Senate Concurrent Resolution No. 40, adopted July 30, 1953, suggests that such marking will help to publicize American-made goods overseas.

CBFAA NEWS

A monthly report of the

Customs Brokers & Forwarders Association of America, Inc.

JOHN F. BUDD, Executive Secretary

8-10 Bridge Street, New York 4, N. Y.

GENERAL ORDER 72—PROPOSED REVISION

In the **Federal Register** dated March 19, 1957, the Federal Maritime Board has published a notice of proposed rule making. Under this proposal, General Order 72 will be drastically revised, particularly in connection with the following matters:

(a) Payment of freight brokerage by carriers.

(b) Billing practices.

(c) The filing of agreements between forwarders.

A copy of the official notice available upon request.

These proposals, with reference to the payment of brokerage, if adopted, amount to a kiss of death to compensation now received from carriers. CBFAA will vigorously protest the adoption of these proposals.

The Federal Maritime Board has allowed 60 days from the date of publication in the **Federal Register** for the filing of views and suggestions by all interested persons. It is suggested that you advise the Association promptly of your ideas with respect to this proposal, so that we may have the benefit of your thinking. This does not preclude any interested person from filing with the Federal Maritime Board his own comments individually.

Each representative of the twelve local Associations of our National Advisory Committee has been requested to ascertain and report the views of his Association, so that our efforts may be coordinated on a truly national scale.

GENERAL ORDER 70—REVOKED

By a notice appearing in the **Federal Register** on March 19, 1957, the Maritime Administrator has revoked Maritime Commission General Order 70, and simultaneously with such revocation, has established a policy in connection with the furnishing of the names of foreign freight forwarders to Government agencies to assist them in selecting freight forwarders to handle shipments where such agencies decide that the services of forwarders are necessary.

The initial list shall include all United States citizen forwarders whose names appear on the list prepared by the Maritime Administration under General Order 70 as of its revocation date.

NOTE:—

For further details regarding the above see Department of Commerce Section of this issue

FMB No. 414

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AIR-PORTATION NEWS

REG. U. S. PAT. OFF.

AIR FRANCE has established reservations and ticketing offices at **735 North Water Street, Milwaukee;** and **411 North 7th Street, St. Louis.**

•

Riddle Airlines recently inaugurated all-cargo service to **Norfolk, Virginia.** Norfolk is 22nd city in the Riddle network.

•

M. N. Costa has been appointed assistant to the vice president for coordination of contract sales for the **Flying Tiger Line.**

•

BOAC will inaugurate its new twice weekly service between **San Francisco** and **London** on **April 2. DC-7C** aircraft will be used.

•

E. R. Brown, formerly Eastern region cargo sales manager at New York for **Northwest Orient Airlines,** has been elevated to the post of assistant district sales manager in the same area.

•

Air Express International has appointed **Hermes International Forwarding Company, of Athens, Greece,** as an AEI agency. Hermes also operates a branch office in **Salonika.** According to AEI, the Greek forwarding company will handle delivery to Greek consignees of air shipments originating in all parts of the world.

•

Ethiopian Airlines has resumed its Convair service to **Cairo** from **Addis Ababa.**

•

Humphrey W. Toomey, Pan American World Airways vice president, was recently awarded the Santos Dumont Silver Medal by the **Brazilian Government.** This was the fourth honor the Brazilian Government has bestowed on him.

•

United Air Lines has inaugurated nonstop service between **New York** and **Washington, D. C.**

•

Emery Air Freight Corporation has opened a new office at **Akron-Canton Airport, Ohio.** The office is managed by **Jack Baum.**

•

Richard G. Dinning, formerly assistant to the president of **Allegheny Airlines,** was recently elected vice president.

•

Convair reports that in the past 18 months it has sold a total of 146 **Metropolitan 440s,** of which 70 have been delivered.

•

Beginning **April 15, Air France** will inaugurate five new through flights between the **United States** and **Europe** and the **Near East.**

•

John H. Mahoney, formerly director of traffic of American Airlines, has been elected a vice president of **Seaboard & Western Airlines.** He will represent Seaboard at IATA and ATA.

•

Panagra reports that the revenue cargo ton-miles flown in 1956 totalled 2,966,900 as compared with 2,634,100 in the preceding year.

•

The transpacific schedules of **Japan Air Lines** have been increased from four flights per week to five, effective **April 5.**

•

According to word from **Miami International Airport,** a total of 163,327,149 pounds of cargo was handled there last year.

•

Robert J. Smith, president of **Slick Airways,** has been nominated by **President Eisenhower** for appointment as Major General in the **United States Air Force Reserves.**

•

Mercury Air Freight, Inc., has established new permanent headquarters at **Newark Airport.**

•

The first of **TWA's** new **Jetstream Starliners,** reportedly having a wingspan 27 feet longer than that of the Super G Constellation, will go into service July 1. The big plane—TWA has ordered 25—will fly up to 6,300 miles nonstop with payload and fuel reserves.

•

Mayo Thomas, former manager of charters and interline sales for the Flying Tiger Line, has joined **KLM Royal Dutch Airlines** as district cargo sales representative in the **Southern California** area.

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WORLD'S *FIRST AIRLINE*

KLM
ROYAL DUTCH AIRLINES

AIR-PORTATION NEWS—Continued

Sabena recently inaugurated scheduled helicopter service between **Brussels** and **Paris.**

•

John Minehan has been appointed acting manager-West Coast North America of **Qantas.** Also appointed to Qantas posts are **Leslie J. Power,** district sales manager in New York; and **Donald N. Kiernan,** interline sales representative in the same area.

•

Tasman Empire Airways Limited has inaugurated direct air service between **Melbourne** and **Auckland.** The service is on a once weekly basis and forms one of four different routes between New Zealand and Australia.

•

Eastern Air Lines has leased seven DC-6Bs from **Trans American Airlines.**

•

Walter Binaghy, of Argentina, was recently elected president of the **International Civil Aviation Organization,** succeeding **Dr. Edward Warner,** of the United States.

•

Service between San Jose, Costa Rica and San Juan, Puerto Rico, via Panama, has been discontinued by **Lacsa,** Pan Am's Costa Rican subsidiary airline.

•

Frank E. Conway, formerly in charge of outside sales in New York for **United Air Lines,** has been appointed staff superintendent of cargo sales in the newly-established Midwestern Division at Chicago.

•

Lufthansa reports that on **April 27** it will inaugurate through service between **New York** and **Vienna,** on a daily basis.

Vernon Radcliff has been appointed director of economic research in **TWA's** planning and coordination department.

•

It is reported by **Seaboard & Western Airlines** that the freight ton-miles flown in February were 111% higher than the total for the same month a year ago.

•

Japan Air Lines has established new headquarters offices at **2 West 46th Street, New York.**

•

The **Soviet Union** is reported to have a four-engine turboprop called the **Ukraina,** which has a cruising speed of 360 miles an hour at altitudes between 24,000 and 30,000 feet. It will carry 84 passengers and 3½ tons of freight. The report adds that the Ukraina will become Russia's standard commercial air transport.

•

John H. Connelly, formerly a member of the Civil Aeronautics Board, has joined **Southwest Airways** as vice president and treasurer.

•

Pan American World Airways is seeking permission from the **Civil Aeronautics Board** to provide additional passenger and cargo service to **Puerto Rico** by adding direct flights from Boston, Philadelphia, Baltimore and Washington to its current service out of New York.

•

Cubana Airlines has named **W. L. Scott** as general manager of its North American division.

•

The dispute over **U. S.-Mexico** commercial air routes has been settled after 11 years.

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Foreign Trade Graphics

LIFSCHULTZ FAST FREIGHT, a leading freight forwarder between Middle Atlantic and Midwest points for half a century, has opened a new Chicago-and-Milwaukee-to-California service, **Sidney B. Lifschultz,** executive head of the company, announced.

•

Outboard Marine Corporation, Waukegan, Illinois, has announced the formation of a new company through its subsidiary, **Outboard Marine Corporation of Canada Ltd.,** for the purpose of handling all activities in foreign markets. The new firm, **Outboard Marine International S.A.,** organized under the laws of Venezuela, will maintain offices in Caracas and in Nassau, Bahamas. **Mr. Stephen A. Briggs** has been named president and a director of Outboard Marine International.

•

Andres Ripol de Churruca has established his own shipping firm known as **A. Ripol & Company,** located at 17 Battery Place, New York. Ripol, a member of prominent shipping families in Spain, was formerly associated with Garcia & Diaz.

•

The board of director of the **Appalachian Traffic Club** has approved the following additional appointments: Publicity—M. R. McCorkle; Educational—C. R. Stadman (chairman), E. H. Flounlacker, and R. W. Guinn; Import-Export—C. Rector (chairman), F. E. Moore; and D. G. Edmundson.

•

Arthur K. Watson, president of **IBM World Trade Corporation,** was recently elected to the board of directors of the **American Brake Shoe Company.**

•

The newest models and developments in imported office equipment, stationery, printing equipment, as well as the latest foreign books and periodicals, will be introduced in this country for the first time as a major highlight among the 3,000 exhibits from the 43 nations participating in the **United States World Trade Fair** at the **New York Coliseum** from **April 14 to 27.**

•

The **Seaway Shipping-Trading Co. of Muskegon, Inc.,** foreign freight forwarders, announces the opening of offices at the **Michigan Theatre Building, 407 West Western Avenue, Room 411, Muskegon, Michigan.**

•

Gould-National Batteries has announced the promotion of **K. A. Vaughan** to the position of Export Manager, Industrial Division, with headquarters at New York.

•

Buyers from 48 countries have signified their intention of visiting the **1957 British Industries Fair,** to be held in Britain's second largest city, **Birmingham,** from **May 6 to 17.** This year, for the first time, the fair will be consolidated under one roof, not in two cities nor at two different dates. In the past, Birmingham has shown heavy machinery, electrical goods, hardware, and building equipment, while consumer goods centered in London. In May, Birmingham will have all its past sections, plus consumer products.

•

The **9th German Handicrafts and Trade Fair** which is to take place in **Munich May 15-26, 1957,** will cover 18 halls with a floor space of 450,000 sq. ft. (42,000 sq. metres). These include 2 new halls with a floor space of 54,000 sq. ft.

•

A new plant, costing in excess of $2 million, was officially opened recently in **Malines, Belgium,** for the manufacture of soaps and detergents, by **Procter and Gamble.** Materials produced in the plant will be used in Belgium and exported to other European countries. Constructed by **H. K. Ferguson Company of Belgium, S. A.,** the new plant occupies half of a 10-acre tract of land.

•

Appointment of **R. P. Wilkes** to be grain export manager for the California region of **Cargill, Incorporated,** a leading handler and procesor of grains and vegetable oils, has been announced by **Howard Boone,** regional manager.

•

James F. Primm, general export sales manager of **Celanese Corporation of America,** has been elected a director of **Ameel Co., Inc.,** and **Pan Ameel Co., Inc.,** two trading corporations concerned with export sales of Celanese textile, chemical and plastics products.

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FOREIGN TRADE GRAPHICS—Continued

Appointment of **Alexander T. Lumsden** as manager of operations-Latin America, for **Otis Elevator Company** was announced by **W. J. W. Reid,** vice president in charge of international operations for Otis.

•

Establishment of an **International Division of Burroughs Corporation** with **Ray W. Macdonald** as vice president in charge, has been announced by **Ray R. Eppert,** executive vice president.

•

F. T. Magennis, president of the **Goodyear International Corporation,** has been elected to the board of directors of **The Goodyear Tire & Rubber Company.**

•

The appointment of **E. Wayne Frazer** to the position of asistant export sales manager is announced by **Fredrick M. Grauer,** vice president of marketing, **Continental-Diamond Fibre Corp., Newark, Delaware.**

•

The New York office of the Foreign Traffic Department of **American Express,** will move on April 1 from company headquarters at 65 Broadway to larger offices at 143 Liberty Street. **George F. Doherty, Jr.,** vice president in charge of foreign traffic, announced that the transfer was being made as a result of further expansion plans for his division which now totals 45 offices throughout the world.

•

Allison E. McCown, Jr., preident of **Wm. Spencer & Son Corporation,** freight handlers and export packers, announces the celebration of the firm's 100th year business anniversary. The company has received its certificate of membership in the 100th Year Business Association of New York City. Offices are located at **19 Rector Street, New York City,** and the export packing division at **March Street, Port Newark, New Jersey.**

•

C. Dana McCoy, former international director and New York manager of the Rust Engineering Company, has been appointed international director of **Badger Manufacturing Company** of Cambridge, Massachusetts. In his new post, he will make his headquarters in Badger's New York office at 60 East 42nd Street and devote himself largely to the Company's rapidly expanding international business of design, engineering and construction of petroleum refineries petrochemical, pharmaceutical, chemical and other processing plants.

•

The fourth **Japan Sample Fair,** a colorful display of products produced in six leading Japanese cities, will be one of the outstanding foreign exhibits at the **Chicagoland Fair,** it was announced today by **Richard Reynes,** director of the exposition.

•

Irving Trust Company announces the promotion of **George J. Messemer** from assistant vice president to vice president.

•

Appointment of **William F. Combs** as executive director of the **United States Inter-American Council** has been announced by **Hugh A. Davies,** chairman of its board of trustees. Mr. Davies is director genera of Latin-American Operations, **International Harvester Company.**

•

Election of **Edward J. O'Leary** as chairman of the board of **Schenley Import Corporation** was announced by **Lewis S. Rosenstiel,** president and chairman of **Schenley Industries, Inc.,** the parent corporation.

•

W. R. Grace & Co. announced the election of **Kenneth A. Lawder** as treasurer of the corporation. Since 1950, Mr. Lawder had been a vice president and comptroller of Panagra. Mr. Lawder succeeds **Thomas C. Stockhausen,** a vice president who will assist **J. C. Griswold,** executive vice president, in the supervision of Grace's Foster and Kleiser division, its Libyan oil explorations, and its interest in the Grace National Bank of New York.

•

Appointment of **C. Wayne Van Derwill** as manager of agricultural chemical sales for the Caribbean area has been announced by **Clayton S. Shoemaker,** president of **Dow Chemical Inter-American Limited.**

•

James Hill, Jr., chairman of the board of **Sterling Drug Inc.,** has been elected chairman of the **New York World Trade Week Committee, Inc.** World Trade Week is celebrated each year from **May 19 to May 25.**

•

William S. App has formed the international trade forwarding and customs brokerage firm of **App Shipping Company, 560 International Building, New Orleans, La.** App heads the firm as owner and president. **George R. Maspero** is import traffic manager and **Raymond J. DeBlanc** holds the post of in-transit manager.

•

H. W. Eckweiler, formerly assistant chief chemist, U. S. Customs Laboratory, is currently available for consultation in chemical and related fields of the Tariff Act. He is located at **437 Fifth Avenue, New York.**

•

The international freight forwarding firm of **Bluefries New York, Inc.,** has undergone a change of name and is now known as **Fabius & Company, Inc.**

•

Wayne & Withrow, of **Judson-Sheldon, National Carloading Corp.,** was recently

(*Continued on page 334*)

ZIM-ISRAEL AMERICA LINES

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Foreign Trade Activities

of the

NATIONAL FOREIGN TRADE COUNCIL

111 BROADWAY, NEW YORK 6, N. Y.

***NOTE:**—The following items represent, in condensed form, only a few "Bulletins" released during the past month and are shown for their general interest. For a complete report on any items, write NFTC direct. Please mention this Bulletin.*

THE ROLE OF U. S. INVESTMENTS —LATIN AMERICAN

The broad economic significance of United States direct investments in Latin America and their contribution to economic growth are revealed in a special study by the Office of Business Economics, U. S. Department of Commerce. Containing important information not previously available, the study shows the tremendous impact of these investments and goes far beyond the usual data on capital flows and income issued for many years on the balance of payments of the United States. While final and complete results of the survey will be made available by the Department of Commerce in a separate publication, NFTC has made available the text of the highlights of this special study as it appeared in "Survey of Current Business" for January, 1957.

INDIAN TAXATION

The Council's Tax Committee has prepared a memorandum entitled **"Suggestions For Changes In Indian Taxation To Encourage Foreign Investments."** This memorandum summarizes certain features of the Indian Tax Law which have had undesirable effects from the viewpoint of American nationals and suggests possible changes in the Indian Tax Law which might be beneficial to American business. Additional copies are available on request.

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ICA'S INVESTMENT GUARANTY PROGRAM TO INSURE AGAINST WAR DAMAGE LOSS

The International Cooperation Administration has announced a new program to protect American investments abroad against losses from war damage. The Council has received information concerning two points in addition to those previously covered.

(1) The guaranty against war damage loss will not be extended to existing investments whether or not these investments have been covered by ICA guaranties against expropriation and/or inconvertibility of foreign currency. However, additions to existing investments may be eligible for the guaranties.

(2) Waivers by the ICA can be issued on a tentative basis as soon as application for such guaranties are submitted. However, the issuance of the guaranty will be conditioned on the conclusion of an agreement concerning war damage guaranties between the United States and the country in which the investment is to be made. Further, the guaranty will apply only to investments which are made after such agreements have been concluded.

It is suggested that in any doubtful or border-line case that application for an interpretation of the law be made directly to the Investment Guaranties Branch, International Cooperation Administration, Washington 25, D. C.

EGYPTIANIZATION LAWS

Egypt has enacted three laws affecting foreign investments in and trade with that country which are having serious repercussions upon United States interests. Law No. 22 applies to foreign-owned or managed banks, Law No. 23 to insurance companies and Law No. 24 to commercial agencies. N.F.T.C. will continue to follow closely developments in connection with all three of these laws. Copies available upon request.

EXPORTER CREDITS

The President of the Export-Import Bank of Washington has announced that, as a result of continuing experience which has indicated a number of ways whereby the Bank's handling of exporter credits may be improved and service to exporters speeded up, five procedural changes or requirements have been adopted by the Board of Directors of the Bank. The changes are available upon request.

U. S. DEPT. OF COMMERCE

Bureau of Census—U. S. Maritime Administration—U. S. Post Office, etc.
Bureau of Foreign Commerce

Regulations • Decisions • Interpretations • Etc.

Current Export Bulletin No. 780 ..... **February 14, 1957**
Licensing Policy for Certain Selenium Commodities.
Establishment of Supplemental Export Quotas for Certain Selenium Commodities—First Quarter of 1957.
Establishment of Time Schedule for Submission of License Applications to Export Certain Selenium Commodities—Second Quarter of 1957.
Establishment of Export Quotas for Certain Selenium Commodities—Second Quarter of 1957.

Current Export Bulletin No. 781 ..... **March 4, 1957**
Special Hardship Provisions for Melting Steel Scrap.
Revision of Special Provisions Regarding Certain Nonferrous Commodities.
Establishment of Supplemental Export Quota for Certain Aluminum Commodities—First Quarter of 1957.
Establishment of Export Quotas for Certain Commodities—Second Quarter of 1957.
Establishment of Time Schedules for Submission of License Applications to Export Certain Commodities—Second Quarter of 1957.

Current Export Bulletin No. 782 ..... **March 8, 1957**
Revision of Special Provisions Regarding the Exportation of Petroleum Products. (§ 373.32(a)).
Extension of Validity Period of Certain Export Licenses. (§ 384.4).
Establishment of Export Quotas for Certain Nickel Commodities—Second Quarter of 1957.
Establishment of Time Schedules for Submission of License Applications to Export Nickel-Copper Alloy Scrap—Second Quarter of 1957.
Revisions in Table of Compliance Orders. (Supplement No. 1 to Part 382.)

INTERNATIONAL MAILS

GIFT PARCELS FOR HUNGARY—That exemption from customs duty for gift parcels to Hungary is granted on certain items (a list of which may be seen at your local post office) provided the quantities do not exceed the personal needs of the addressee and his family. The Hungarian customs authorities generally consider personal needs to be double the maximum amounts indicated in the list referred to above. Articles exceeding personal needs will be admitted but will be assessed with customs duty. The prohibition against goods in hermetically sealed containers is still suspended.

SPECIAL DELIVERY SERVICE—LIBYA—Effective at once, the exchange of special delivery Postal Union articles will be inaugurated between the United States and Libya.

PRINTED MATTER TO ECUADOR—Effective immediately, the maximum weight limit for printed matter to Ecuador is increased to 33 pounds per package.

FOREIGN TRADE BRIEFS

A SUMMARY OF SPECIAL ANNOUNCEMENTS FOR FOREIGN TRADERS

*(*Additional information concerning these topics available upon written request to the United States Department of Commerce, 110 E. 45th St., New York, N. Y., Attention: Foreign Trade Briefs.)*

British Trade in Better Balance in 1956—British foreign trade satistics for 1956, according to the British Board of Trade, lend weight to Prime Minister MacMillan's statement, made before Parliament last December, when he was Chancellor of the Exchequer, that "the United Kingdom's trading position is essentially sound."

A substantial rise in the value of the United Kingdom's exports and re-exports combined with a slight increase in imports brought Britain's trade into better balance than for any year since 1950. The trade deficit was cut by one-third, from £859 million in 1955 to

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FOREIGN TRADE BRIEFS—U. S. DEPT. OF COMMERCE—Continued

£571 million in 1956; in 1954, the deficit was £599 million.

The most striking feature of the United Kingdom's best export performance since 1950 was that much of this increase in exports went to the non-sterling world, particularly to the dollar area. The United States supplanted Australia as Britain's best customer in 1956.

Protection For Indian Auto Industry Advised—The Indian Tariff Commission has recommended that the tariff protection now afforded the Indian automobile industry be continued for a period of 10 years.

The announcement further states that the Government will seek to convert existing revenue duties to a schedule of protective duties. Such a course of action would enable the Government in its discretion to raise or lower import duties as circumstances might warrant.

Free Zone Established At Turkish Port—A free trade zone has been established in the Turkish port of Iskenderun. Under a Council of Minister's decree a temporary area was designated within the present port area and is ready for use as Turkey's first free trade zone in a port area.

The Government plans to build more permanent facilities in the free zone, including warehouses and materials handling and weighing equipment.

International Company To Build Moselle Canal—An international company has been officially constituted by France, Germany, and Luxembourg to construct the Moselle Canal.

Establishment of the company is in keeping with the provisions of the Franco-German Convention of October 27, 1956, on canalization of the Moselle River. The company will be concerned both with the financing, as well as construction, of this European inland waterway.

Construction of the canal, which will connect Thionville and Coblenz, is expected to begin this summer and will cost approximately 30 billion francs (350 francs = $US1).

World Shipbuilding Sets Record—Tonnage of merchant ships completed throughout the world in 1956 totaling over six million gross tons exceeded that in any preceding peacetime year. The new tonnage compares with a total world output of 4,694,000 gross tons in 1955 and 5,427,000 tons in 1954.

INTERNATIONAL TRADE FAIRS

To assist American industry in increasing the effectiveness of its exhibits at international trade fairs, the U. S. Department of Commerce has established an Industry Exhibits Division within the Office of International Trade Fairs.

Working in close cooperation with the Bureau of Foreign Commerce's Office of Trade Promotion, the new Division under the direction of **Mr. Phillips B. Marsden** has been created in response to increasing interest of private United States industry in trade fair participation. Its major responsibilities will include: arrangements for private industry display areas surrounding the space occupied by official Government central exhibits at trade fairs; help to industries in developing permanent displays for repeated use in Government exhibits; and dissemination of trade fair informational services to industrial firms and trade associations. An industry advisory committee will be announced in the near future.

EUROPEAN COMMON MARKET AND FREE TRADE AREA

Belgium, France, the German Federal Republic, Italy, Luxembourg, and the Netherlands have been engaged in negotiation with a view to establishing a common market among them. The common market would involve the elimination of substantially all of the barriers to trade among these six countries and the establishement by them of a common external tariff toward outside countries. The United Kingdom has expressed a desire to associate itself with the envisaged six country common market in a free trade area relationship. Under this arrangement barriers to trade between the United Kingdom and the six countries of the common market would be eliminated on a wide range of products. However, the United Kingdom would continue to maintain its own tariff against countries outside the free trade area and the six countries of the common market would do the same with their unified tariff. Other Western European countries have indicated an interest in associating themselves with these arrangements on a basis similar to that of the United Kingdom.

In summary, the United States policy is one of hope and expectation that the negotiations on the common market and free trade area will be carried forward and concluded in such a manner that from these European initiatives will come a new contribution to the unity and prosperity of Europe and the Atlantic Community, and to the welfare of the entire free world.

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UNITED STATES DEPARTMENT OF COMMERCE—Continued

FORWARDERS—GENERAL ORDER NO. 70 REVOKED

The Maritime Administrator has revoked General Order 70, which concerns the use of freight forwarders by governmental agencies engaged in exporting foreign economic and military aid cargo. In its place, the Administrator issued a Statement of Policy which provides for the maintenance of a list of forwarders to assist government agencies in selecting forwarders where such agencies decide that the services of forwarders are necessary. It was pointed out that it is considered contrary to the Shipping Act, 1916, for a forwarder to render forwarding services free of charge or at reduced rates to Government agencies as well as to private shippers in consideration of the receipt of brokerage fees from the carriers.

STATEMENT OF POLICY

The Maritime Administrator has revoked Maritime Commission General Order 70 (Part 243), and, simultaneously with such revocation, has established the following policy:

The Maritime Administrator finds that it is appropriate and in the public interest to maintain a list of foreign freight forwarders to assist other government agencies in selecting freight forwarders to handle shipments where such agencies decide that the services of forwarders are necessary. The list will include the names and business addresses of foreign freight forwarders who are Maritime Administrator finds:

1. Are American citizens as defined in section 2 of the Shipping Act, 1916, as amended (46 U. S. C. 802);

2. Are cleared as to security requirements;

3. Are registered with the Federal Maritime Board under General Order 72 (46 CFR Part 244); and

4. Have applied to the Maritime Administrator for inclusion on the list.

The initial list shall include all United States citizen forwarders whose names appeared on the list prepared by the Maritime Administration under General Order 70 as of its revocation date.

Foreign freight forwarders who meet the requirements set forth above, and who desire to be included on the list, shall apply in writing to the Secretary, Maritime Administration, Washington 25, D. C., and shall accompany such application with:

1. A copy of their most recent application to the Federal Maritime Board for registration under General Order 72 (46 CFR Part 244) with any amendment necessary to bring it up to date; and

2. An affidavit stating that the applicant is a citizen of the United States as defined in section 2 of the Shipping Act, 1916, as amended (46 U. S. C. 802).

If the forwarder is an individual, the affidavit of citizenship shall state whether he is a citizen of the United States by birth of naturalization, and the facts upon which that statement is based, such as the date and place of birth or the date and number of the naturalization certificate. If the forwarder is a partnership, each partner shall furnish an affidavit of citizenship giving the same information as is required of an individual. If the forwarder is a corporation, the affidavit shall be in the form prescribed by the Maritime Administrator, and published in the Federal Register of October 27, 1956, 21 F. R. 8240.

The Maritime Administrator reserves the right to request such additional information as he considers to be necessary or desirable, in order to determine the eligibility of the applicant for inclusion on the list.

Any foreign freight forwarder who desires may have his name removed from the list upon written request to the Secretary, Maritime Administration.

Copies of the list of forwarders maintained pursuant to this Statement of Policy may be obtained upon request from the Secretary, Maritime Administration, Washington 25, D. C.

FORWARDERS—PROPOSED REVISION G. O. NO. 72

A proposed revision of the rules and regulations (General Order No. 72) relating to the business practices of freight forwarders has been issued by the Federal Maritime Board.

The purpose of the proposed revised rules under General Order 72 is to clarify the definition of freight forwarders, define "broker," "brokerage," "brokerage service," and other terms. The provisions relating to brokerage are designed to eliminate payment of unearned brokerage commissions, to allow the payment of brokerage commissions only to brokers who secure cargo for ships by selling transportation and to prohibit the payment of brokerage in connection with any shipment in which the forwarder has a material interest or the routing of which he controls by reason of his performance for the shipper of forwarding services or other non-brokerage services. The rules also provide for annual registration of forwarders and for the filing of agreements pursuant to Section 15 of the Shipping Act, 1916.

All persons interested in the proposed revised rules and regulations may file their views with the Secretary of the Federal Maritime Board, Washington 25, D. C., within 60 days from **Mar. 19, 1957.**

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FEDERAL MARITIME BOARD REGISTRATION NO. 180

UNITED STATES DEPARTMENT OF COMMERCE—Continued

IMPORT TRADE OPPORTUNITIES

*A World Trade Directory Report is available.

REKORDVERKEN, Ottum, **Sweden,** wishes to export hay and straw cutters for agricultural implements such as combines.

Etablissements P. Gilardi & Ses Fils, 8 Place Arson, Nice, **France,** wishes to export large quantities of red, white, and pink "Cotes de Provence" wine in bottles.

Distinctive Productions Limited, 10 Woodward St., Wellington, **New Zealand,** wishes to export good-quality lamb's wool floor rugs, carpets, and skins.

Turmuhrenfabrik Bernard Vortmann, 4-6 Hl.-Geist-Strasse, Recklinghausen/Westf., **Germany,** wishes to export tower and other types of clocks, faces, chimes, and accessories.

Olaf Hansen, P. O. Box 95, Thorshavn, **Faroe Islands,** wishes to export good-quality hand-knitted Faroe wool sweaters in various patterns for men and women.

AGRATI, S.r.l., Monticello Brianza, Prov. Como, **Italy,** spare parts, accessories for cycles, motorcycles, motors, chain wheels and cranks, bottom bracket sets, head sets, lug sets, pedals, brakes, steel balls, spokes, forks, shock absorbers, rims, mudguards, complete frames for motorcycles, complete running motorcycles.

A. L. Croci, Via Privata Barce 7, Milan, **Italy,** wishes to export ceramic mosaic pieces, glazed and unglazed, ceramic floor tiles, marble and cement mixture floor tiles, carreaux de faience.

Johan M. Nilsson, Norregatan 20, Svedala, **Sweden,** wishes to export pilot counterboring tool.

Goto Drop Forging Company Ltd., 397 Nozato-Cho, Nishi Yodogawa-Ku, Osaka, **Japan,** wishes to export precision iron and steel drop forgings.

Rozetta, 77 Minervalaan, Amsterdam, **Netherlands,** wishes to export high-quality, unbreakable, and non-inflammable, costume dolls with hand painted wooden shoes.

Beanstalk Shelving Limited, Industrial Estate, Chichester, Sussex, **England,** wishes

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IMPORT TRADE OPPORTUNITIES—U. S. DEPT. OF COMMERCE—Continued

to export chrome steel wire extending racks in several models for display purposes, including a form of boltless shelving.

Eligio Ramos & Cia, Rua Frei Caneca 239, sobrado, Rio de Janeiro, **Brazil,** wishes to export ladies' shoes, to be manufactured according to styles selected by importer.

Siems & Klein K.G., 5 Fichtegasse, Vienna, **Austria,** wishes to export electric test stands, universal type for all makes and types of starters, generators, and distributors; also specialized for Volkswagen.

Georg Weber, Neuses bei Kronach/Ofr., **Germany,** wishes to export leather clothing, including coats, jackets, vests, and Bavarian leather trousers.

Rankins (Glass) Co. Ltd., 85a Canonbury Road, Islington, London, N. 1, **England,** wishes to export photographic plates, and glass for instrument, radio, and dial covers.

Dr. Ing. Luigi Cerpi, Forni industriali, 1 Via Cesare Battisti, Turin, **Italy,** wishes to export patented oven for heating ferrous and nonferrous metals, using gas, coal, methane, or oil.

Lainpe di Silvio Grandoni, 39, via Faliero Vezzani, Florence, **Italy,** wishes to export electric table and pinup lamps and lamp shades.

Roger Aurelle, 10 Avenue de la Madeleine, APT, Vaucluse, **France,** wishes to export lavender plants and cuttings.

Laboratoires Roger Fosse, 70 cours d'Alsace-et-Lorraine, Bordeaux, Gironde, **France,** wishes to export very good-quality medicinal and pharmaceutical specialties for treatment of nervous and gastro-intestinal disorders, etc., in pill, ampule, and other forms.

Stereoscopes Lestrade, Rue des Ecoles, Vic-Bigorre, Hautes-Pyrenees, **France,** wishes to export good-quality patented 16-mm. stereoscopic views and stereoscopes.

Werner Peiniger, 11 Fuerker Strasse, Solingen-Ohligs, **Germany,** wishes to export scissors of all kinds.

Escuts & Maffre, 91 Allees Charles-de-Fitte, Toulouse, Haute-Garonne, **France,** wishes to export good-quality sewn, glued, or vulcanized de luxe leather shoes for boys and girls; also sport shoes.

Adolf Ploeger KG., 27 Bahnhofstrasse, Bad Salzuflen, **Germany,** wishes to export sandals and slippers of all kinds.

—FHA Eisen- und Metallhandel Herbert Bohacke KG., 18/20 Herzogstrasse, Duesseldorf, **Germany,** wishes to export thin, light, heavy gaged plate, and ship plate.

Westf. Kamm- u. Buerstenfabrik, Hattendorf & Held, 20 Weinbergstrasse, Schoetmar, **Germany,** wishes to export various styles of combs and hair ornaments; and tooth, hair and hand brushes.

Gustav Reimann, Meiersberg-Marienstrasse, Neustadt bei Coburg, **Germany,** wishes to export costume dolls.

Fernand Hyvernat, Saint-Benoit, Vienne, **France,** wishes to export good-quality false hair, wigs, and toupees for theatrical or street wear; also mustaches.

Gebrueder vom Braucke KG., 32 Hauptstrasse, Bredenbruch Kr. Iserlohn, **Germany,** wishes to export ferrous galvanized and tinned stitching and weaving wire.

George Taylor & Son (Engineers) Ltd., 47 Great Eastern St., London, E.C. 2, **England,** wishes to export vertical milling machines having special features which include a large capacity for its relatively small size.

Industrie- en Handelsonderneming "Industria," Waldeck Pyrmontplein 12, Groningen, **Netherlands,** wishes to export CONDOR high-speed shortening machines especially de-

Kanal-Rohrbau, M. Eichoff KG., Schwalenberg/Lippe, **Germany,** wishes to export sewer signed for fast cutting of profiles and tubes.
and pipe cleaning equipment and accessories of all kinds.

Fargas, S.p.A., Via Trivulzio 12, Milan, **Italy,** wishes to export very good quality gas ranges and stoves.

Manufacture Girondine de Confection, 10 Impasse Berthus, Bordeax, Gironde, **France,** wishes to export ready-made good-quality clothing for children and youths, principally misses' robes and cloaks.

Bremer Silberwarenfabrik A.G., 176 Sebaldsbruecker Heerstrasse, Bremen-Sebaldsbrueck, **Germany,** wishes to export sterling-, solid-, and silverplated table flatware.

Vetreria Etrusca S.P.A., 41 via Fiorentina, Empoli, Province of Florence, **Italy,** wishes to export green and yellow artistic glassware, including table settings, ash trays, vases, etc., and demijohns, flasks, and bottles.

Eaton & Wrighton, Ltd., 121 Vyse St., Birmingham 18, **England,** wishes to export 14 or 18 kt. gold or platinum jewelry including diamond-set watches, bracelets, rings, earrings, necklaces, etc.

Charma, S.A., 24 rue Laperousse,, Valence (Drome), **France,** wishes to export large quantities of 14 or 18 kt. gold necklaces, bracelets, watch bracelets, and rings.

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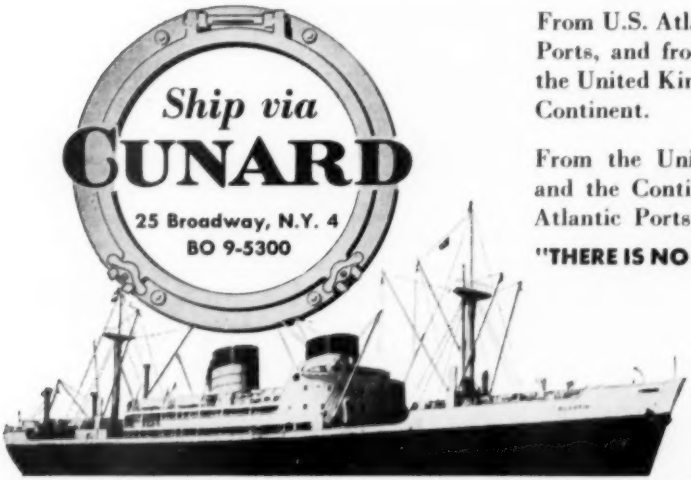

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IMPORT TRADE OPPORTUNITIES—U. S. DEPT. OF COMMERCE—Continued

Theodor Muelier & Co., Temde-Werk, Temde-Strasse, Detmold/Lippe, **Germany,** wishes to export lamps and lighting fixtures of all kinds.

Kempthorne Pty. Ltd., Dandenong Road, Clayton, Victoria (postal address: Box 22, P. O. Oakleigh, Victoria), **Australia,** wishes to export medium quality and price domestic lighting fixtures.

O. Scruton & Co., Ltd., 4 Barker Lane, Yorkshire, **England,** wishes to export patent medicine—for babies—for relief of colic.

Laboratorio Farmaceutico Dr. A. Bolognini, 29 Via Puggia, Genoa, **Italy,** wishes to export patent medicines including Eupeptic digestant (oral use), anti-anaemia tonic (intramuscular injections, nerve sedative (oral use), and calcium therapy (oral use or intramuscular injections).

Officine Meccaniche Vasco Donatini, Via Begnis 4, Ponte San Pietro (Bergamo Province), **Italy,** wishes to export good-quality tire valves and accessories for automobiles, motorcycles and bicycles.

FOREIGN TRADE OPPORTUNITIES—VISITORS

*A World Trade Directory Report is available.

L. C. Jabara, representing G. M. Latham & Co., 60 Erskin St., Sydney, New South Wales, **Australia,** is interested in visiting manufacturers and distributors of household kitchenware and the manufacture under license of a revolutionary new saucepan support and lid rack. Address: c/o Mr. W. D. Hardy, Australian Trade Commissioner, 26 O'Farrell St., San Francisco, Calif.*

J. W. McEwen, manager of British and Foreign Department of the Bank of New South Wales, 341 George St., Sydney, New South Wales, **Australia,** is interested in becoming associated with banking institutions. Address: c/o Mr. W. R. Wriston, vice-president, First National City Bank of New York, 55 Wall St., New York, N. Y.

Alexander Fogel, representing Gebr. Roever, 151 Goldsteinstrasse, Frankfurt/Main, **Germany,** will attend the Dry Cleaners Convention to be held in Atlantic City from March 7-10. He is interested in surveying and purchasing modern dry cleaning machinery, as well as visiting some larger drycleaning plants for consultation on technical questions. Address: c/o National Institute of Drycleaning, 909 Burlington Ave., Silver Spring, Md.*

Dr. Heinrich Renkl, owner and manager of Paidiwerk Wilms & Renkl, G.m.b.H., Hafenlohr (Unterfranken), **Germany,** is interested in visiting plants engaged in manufacture of baby cribs and children's beds, and exchanging technical information and experience. Address: c/o Waldorf-Astoria Hotel, 50th St. and Park Avenue, New York, N. Y.

Georg Wenzel, representing Maschinenfabrik Biebrich G.m.b.H., 30 Biebricher Strasse, Wiesbaden-Schierstein, **Germany,** is interested in visiting large manufacturers of ventilators, blowers, and air heaters for technical consultation, and air conditioning systems, filters and dryers with a view to arranging for production. Address: c/o German Educational Travel Association, Suite 338/40, The Barbizon-Plaza, 106 Central Park South, New York 19, N. Y.*

Joseph Glatt, representing Granietwerken Joseph Glatt, 11 Putseweg, Putte, North Brabant, **Netherlands,** is interested in finding new outlets for polished granite for building trades and monuments. Address: c/o Holland-America Line, San Francisco, Calif.*

Frederick H. Moylan, representing Moylan Woollens Pty. Ltd., 30 Russell St., Melbourne, Victoria, **Australia,** is interested in establishing markets for woolen fashion fabrics—pure wool and mohair, wool and angora coatings, dress materials, suitings, and skirtings. Address: c/o St. Regis Hotel, Fifth Ave. and 55th St., New York, N. Y.

Russell K. Attin, representing General Sales Company, 69 Frederick St., Port of Spain, Trinidad, **British West Indies,** is interested in importing and acting as commission agents for meats (pickled, smoked), and canned goods. Address: 30-31 78th St., Jackson Heights, Long Island, N. Y.

Kurt Weil Silberberg, representing Reifschneider y Lanio, San Diego 156, Santiago, **Chile,** is interested in plastics raw materials, machinery, and finished products. Address: c/o Roosevelt Hotel, Madison Ave. and 45th St., New York, N. Y.

Isy Neumann, representing self, Carrera 7, No. 11-63, Bogota, **Colombia,** is interested in obtaining a sales agency for general line of electrical products, including generators, electric motors, and machinery for the manufacture of plastic products, and obtaining technical information regarding operation, and design for machinery for production of plastic products. Address: c/o Fairway Electrical Co., Lynbrook, N. Y. (on Merrick Road).

Baron Rolf Beck, representing The Slip Group of Companies, 34 Great St. Helens, London, E.C. 3, **England,** is interested in promotion of sale of "Slip" products, particularly additives for fuel oils. Address: c/o British Consulates in Los Angeles.

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Oakland .....OLympic 3-3303
Minneapolis-St. Paul .....ROckwell 6-6045
New York .....LOngacre 4-0794
Philadelphia .....MIdway 9-1638
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FOREIGN TRADE OPPORTUNITIES—VISITORS—U. S. DEPT. OF COMMERCE—Continued

H. Hirst, representing H. Hirst & Co. Ltd., Dixon House, 1 Lloyds Ave., London, E.C. 3, **England,** is interested in arranging purchase of heavy industrial chemicals and allied products. Address: c/o Mr. Sidney Henry, 3 East 17th St., New York 3, N. Y.

Georges Guyot, representing self, 3 Cours Portal, Bordeaux, Gironde, **France,** is interested in importing contact eye glasses and pre-cornea lenses. Address: c/o Mailing Room, 1957 International Photographic Exposition, National Guard Armory, Washington, D. C.

Louis Morillon, representing Etablissements Serpo, 7 Rue Chaudrier, La Rochelle, Charente-Maritime, **France,** is interested in obtaining general agency for sale of optical goods, hearing aids, motion picture and photographic equipment and supplies, radio sets and accessories, and related lines. Address: c/o Mailing Room, 1957 International Photographic Exposition, National Guard Armory, Washington, D. C.

Gottfried Klimscha, manager, and **Heinz Juestel,** representing Melder Werk G.m.b.H., 40 Schackstrasse, Augsburg, **Germany,** is interested in making arrangements for import of rotary oil burners and in securing licenses for manufacture of oil burners. Address: c/o German American Trade Promotion Office, Suite 6900, Empire State Building, 350 Fifth Ave., New York 1, N. Y.

Dr. Alfred Lingg, director, Agfa Camera-Werk A.G., 161 Tegernseer, Landstrasse, Munich 9, **Germany,** is interested in making new contacts in field of photo supplies, and also, to attend photographic exhibition in Washington. Address: c/o Mr. Leon Finley, 521 Fifth Ave., New York 17, N. Y.

H. E. Reisner, representing "Made in Europe" H. E. Reisner-Verlag K.G., 123 Zeil, Frankfurt/Main, **Germany,** is interested in extending advertising and subscription sales organization, and to appoint further correspondents. Will attend International Photographic Exposition in Washington. Address: c/o Made in Europe, 67 Irving Place, New York 3, N. Y.

Dr. Carlfried Schleussner, representing Adox Fotowerke, Dr. C. Schleussner, G.m.b.H., 47 Neidenau, Frankfurt/Main, **Germany,** will attend 1957 International Photographic Exposition, held in Washington, and will investigate the possibility of entering into an agreement for an exchange of technical know-how with manufacturer of cameras and films. Address: c/o E. Leitz Inc., 304 Hudson St., New York 13, N. Y.

Leopold Wighardt, representing Herman Wighardt, Textilewerk Fulda, Fulda, **Germany,** is interested in establishing new trade connections and renewing already existing relations with buyers; and to visit some larger cotton mills and manufacturers of ready-made clothing for men and women. Address: Marathon Raincoat Mfg. Co., 928 Broadway, New York 10, N. Y.

Poon Wing Kai, representing Hing Wah Battery Factory, 82-84 To Kwa Wan Road, Kowloon, **Hong Kong,** is interested in exporting flashlight dry cell batteries and in purchase of equipment and raw materials. Address: c/o Mr. Paul Lau, Reichhold Chemicals, Inc., Azusa, Calif.

Paul Lau, representing The National Lacquer & Paint Products Co. Ltd., 704-732 King's Road, North Point, Hong Kong is interested in technical information on paint and lacquer latest developments. Address: c/o Reichhold Chemicals, Inc., Azusa, Calif.

Sarbinder Singh, representing Modern Electro-Mechanical Works, 25/8 Prem House, Connaught Place, New Delhi, **India,** is interested in importation and manufacture of room air conditioners. He seeks technical information on air conditioning industry. Address: c/o U. S. Marshal, Department of Justice, Newark, N. J.

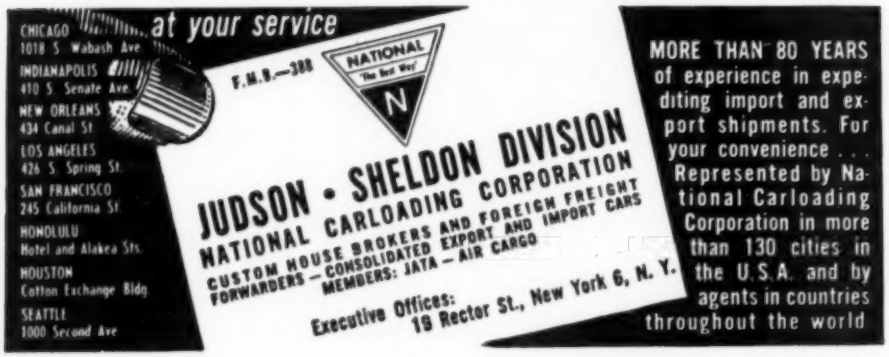
Zwi Eytan, director and partner of Delkon Metal Works Lts. and Hypodermic Syringes "Mada" Ltd., P. O. Box 105, Ramat Gan, **Israel,** is interested in contacting manufacturers willing to grant licensing rights for production of hypodermic syringes and automotive accessories (pneumatic tools, etc.). He wishes to obtain technical know-how for above mentioned production. Address: c/o Israel Consulate General, 11 East 70th St., New York 21, N. Y.

Alex Brown, representing John Brown Industries Ltd., Bendigo, Victoria, **Australia,** is interested in establishing markets for woolen sox, knitwear, and outerwear for men; also interested in method of production, and obtaining technical information. Address: c/o Australian Trade Commissioners, 630 Fifth Ave., New York, N. Y.*

G. H. Butler, representing Rota Cota Pty. Limited, 365 Victoria Road, Gladesville, Sydney, N.S.W., **Australia,** is interested in obtaining technical information regarding manufacture of paint rollers. Address: c/o Amos Peasley, Clarkeshoro, New Jersey.

Percy Mothersill Nutbeau, and **Herbert Sydney Garrett,** representing Anode Latex Company Pty. Ltd., Charles St., North Coburg, Victoria, **Australia,** are interested in obtaining technical information regarding processes and production methods relevant to latex rubber goods. Address: c/o American Express Co., New York, N. Y.*

M. Shiff, general secretary, Central Company for Import and Marketing of Building



FOREIGN TRADE OPPORTUNITIES—VISITORS—U. S. DEPT. OF COMMERCE—Continued

Materials Ltd., 6 Rothschild Boulevard, Tel Aviv, **Israel,** is interested in all kinds of building materials, chemicals and tools. Address: c/o Mr. N. Cohen, 6913 Ft. Hamton Parkway, Brooklyn 28, N. Y.

Isedor Serphos, representing Aruba Steam Laundry and Dry Cleaning, 2 Marktstraat, San Nicholas, Aruba, **Netherlands Antilles,** is interested in laundry, dry cleaning business, and clothing. Address: c/o Beacon Hotel, 2130 Broadway, New York, N. Y.

Antonio Arboix, representing Industrias Elix, Calabria 127, Barcelona, **Spain,** is interested in mechanical handling. Address: c/o L. & E. Bedrick Inc., 1170 Broadway New York, N. Y.

Elie Adjiman, representing Faal Ajansi, Piasa Han, Kat 5, Asirefendi Caddesi, Istanbul, **Turkey,** is interested in advertising. Address: c/o 420 Lexington Ave., New York, N. Y.

Ephraim Rubinstein, owner of The Vacuum Compressors Factory, 55 Eilat St., Tel Aviv, **Israel,** is interested in purchasing machinery and equipment for manufacture of compressors for commercial refrigeration equipment, and obtaining technical information regarding production. Address: c/o Mr. Simon Neuwirth, 247 Wadsworth Ave., New York, N. Y.*

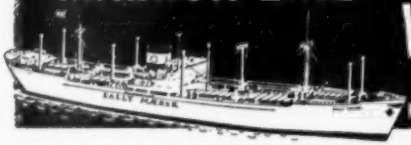
Eiichi Tamaki, president, Sanyo Trading Company, Ltd., 23 Sakaemachi-dori 4-chome, Ikuta Ku, Kobe, **Japan,** is interested in importing feedstuffs and industrial chemicals Address: c/o Sanyo Trading Company, Rooms 2711 and 27D, Singer Building, 149 Broadway, New York 6, N. Y.

Paul Catz, editor of "De Zakenwereld," 241 Oude Zijds Voorburgwal, Amsterdam, **Netherlands,** is interested in meeting officials of government and private organizations who are engaged in promotion of Benelux-American trade. Address: McGraw-Hill, 330 West 42nd St., New York, N. Y.

Hugo Goran Jansson, representing John Johannson, 6 Sventorpsliden, Goteborg S, **Sweden,** is interested in export business in smoking pipes, cigarette cases, cigarette holders, and similar merchandise. Address: Howard Hartry, 200 Eighth St., San Pedro, Calif.

Mrs. Paul Van der Hofstadt-Storie, representing Belgian Lace Center, 2 Steenhouwersdijk, Bruges, **Belgium,** is interested in promoting Belgian lace industry. Address: c/o Belgian Embassy, 3330 Garfield St. N.W., Washington, D. C.

MAERSK LINE



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■ To Keelung, Hong Kong, Saigon, Bangkok—WEEKLY

■ To Djakarta, Singapore, Port Swettenham, Penang—*fortnightly*

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SAN FRANCISCO: Fred Olsen Line Agency, Ltd.
BALTIMORE: R. C. Herd & Co.
PITTSBURGH: Lamark Shipping Agency
WASHINGTON, D. C.: W. J. Spurrier
CHICAGO & DETROIT: F.C. MacFarlane
HAMPTON ROADS: Dickmann, Wright & Pugh, Inc.
MONTREAL: The Robert Reford Co., Ltd.

FOREIGN TRADE OPPORTUNITIES—VISITORS—U. S. DEPT. OF COMMERCE—Continued

Edgard Dantas Bacellar Sobrinho, representing Confeccoes Tupan Ltda., 22 Rua Flavia Farnese, 2° Andar, Rio de Janeiro, **Brazil,** is interested in visiting manufacturers of ready-made clothing, and obtaining technical information as to production methods. Address: c/o Department of Commerce, 4th Floor, 110 E. 45th St., New York 17, N. Y.

Dr.-Ing Wilhelm Fries, representing Ruhrkohlen-Beratung GmbH., 4 Frau-Berta-Krupp-Strasse, Essen, **Germany,** is interested in visiting manufacturers of stoves, cookers, and boilers, and obtaining technical information regarding pneumatic ash-removal, and inspection of automatic heating installations in dwelling houses. Address: Hotel Biltmore, Madison Ave. and 43rd Street, New York, N. Y.

Fritz Sinn, representing Sinn & Co., 28 Neusserstrasse, Krefeld, **Germany,** is interested in visiting textile manufacturers and exporters, and obtaining technical information pertaining to possibility of purchasing textile articles. Address: c/o St. Moritz Hotel, 50 Central Park South, New York, N. Y.

Gershon Reich, managing director of American-Israeli Gas Corporation Ltd., 34 Achad Haam St., Tel Aviv, **Israel,** is interested in purchasing new equipment for storage, filling, and bulk transportation of LPG (butane and propane gas). Address: c/o American-Israeli Gas Corporation, 55 West 42nd St., New York, N. Y.

FOREIGN TRADE BY CUSTOMS DISTRICTS

United States Exports of Domestic and Foreign Merchandise and General Imports of Merchandise, by Customs District, December 1956 [F.T. 970-1-E]

[*Value in millions of dollars. Except as noted, data in this table are for all methods of transportation. See explanation in "Coverage and Effect of Sampling" for sampling procedures and the effect thereof on the data shown*]

Customs District	December, 1956 Imports	December, 1956 Exports
Total[2]	1,051.3	1,993.1
Maine and New Hampshire	10.4	3.8
Vermont	16.8	13.4
Massachusetts	40.1	13.7
Rhode Island	3.6	0.4
Connecticut	5.0	0.4
St. Lawrence	30.9	36.8
Rochester	0.9	1.1
Buffalo	33.5	68.0
New York	388.4	504.1
Philadelphia	66.7	46.5
Pittsburgh	1.0	(*)
Maryland	53.2	70.8
Virginia	21.3	101.3
North Carolina	6.0	0.9
South Carolina	6.2	13.6
Georgia	5.2	7.9
Florida	23.7	42.8
Mobile	9.6	18.1
New Orleans	45.7	168.6
Sabine	0.5	35.6
Galveston	34.6	201.2
Laredo	5.9	46.8
El Paso[3]	5.3	4.9
San Diego	1.6	8.7
Arizona	3.0	4.1
Los Angeles	34.4	42.1
San Francisco	40.5	64.0
Oregon	4.9	31.9
Washington	25.4	38.6
Alaska	0.1	0.4
Hawaii	1.7	0.9
Montana and Idaho	4.9	7.1
Dakota	15.3	23.0
Minnesota	0.9	(*)
Duluth and Superior	18.5	7.6
Wisconsin	3.1	0.1
Michigan	54.8	6.1
Chicago	10.5	(*)
Indiana	0.4	11.8
Ohio	4.2	
Kentucky	0.5	
Tennessee	0.3	
St. Louis	4.2	
Colorado	0.7	2.2
Puerto Rico	7.0	(*)
New Mexico[3]		0.1
Virgin Islands[2]	0.5	
Vessels under their own power or afloat[4]		6.6
Export shipments, individually valued under $100[4]		16.1
Parcel Post[4]		5.1
Department of Defense controlled cargo except special category shipments[4]		12.6
All special category shipments including special category shipments classified as Department of Defense controlled cargo[4]		181.7

* Denotes less than 50,000 dollars.

[1] As shown in table, certain types of export shipments are not segregated by Customs districts.

[2] Totals shown are for the United States Customs area only, hence exclude data given for the Virgin Islands.

[3] New Mexico shown separately beginning September 1956; included with El Paso during earlier periods.

[4] Data for these categories are not segregated by Customs district.

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Cotton Exchange Bldg.
CApitol 8-4548

UNITED STATES DEPARTMENT OF COMMERCE—Continued

AGENCY OPPORTUNITIES

Dimitrios Fotopoulos, 43 Aghias Irinis Street, Athens, **Greece,** seeks agency from manufacturers of cotton and wool fabrics, and textiles in general.

Bureau Sahad for Engineering and Construction, 1 Mohamed Pasha Sidky, Midan El Falaki, Cairo, **Egypt,** seeks agency for air conditioning and refrigeration equipment, including compressors, condensers, heat exchangers, fans, boilers, and heaters, plumbing equipment and supplies, including pipes, accessories and sanitary fixtures, electrical equipment and supplies including cables, wires, electric wiring, generators, pumps, lighting fixtures, heaters, and domestic appliances.

Roliand A. Gibson, 940 Lapointe Street, Montreal 9, **Canada,** seeks agency for automotive parts and accessories, electrical household goods and appliances, tools and houseware in hardware field.

Emanuel Rodriquez, Edificio Edmond Zaccour, Cali, **Colombia,** seeks agency for automobile spare parts, galvanized sheets.

Aguilar-Brenes Company—Agencias "A.B.C.", P.O. Box 741, San Jose, **Costa Rica,** seeks agency from manufacturers of construction materials, and agency for leather.

Heinrich Linssen, 2 Muehlenweg, Geldern, **Germany,** wishes to obtain agency from firms wishing to export chemicals used as raw and auxiliary material in industry.

Teledine Italiana, 5/a Via Vincenzo, Milan, **Italy,** seeks agency for electronic equipment, controls, and instruments for aviation and navigation.

SAPCHIM (Societe Africaine de Produits Chimiques et Industriels), B.P. 2103, Leopoldville, **Belgian Congo,** seeks agency for salt lick blocks (for cattle), and cattle feeds. Offers should be addressed to Mr. Bouhon, Secretary General of SAPCHIM, 31 rue du Marais, Brussels, Belgium, with copy to SAPCHIM, B.P. 2103, Leopoldville, Belgian Congo (Attention: Mr. Tomson).

Jose Maria Caballero, la. Calle Oriente No. 7—Edificio Lutecia, San Salvador, **El Salvador,** seeks agency for all types of canned goods, particularly fish and fruits.

"GEANS" Trading Co., 48 Sophocleous Street, Athens, **Greece,** seeks agency for frozen meat, boneless or whole carcass; evaporated milk; and corned beef.

Robert Centner (Pty.) Ltd., P.O. Box 1193, Port Elizabeth, **Union of South Africa,** seeks agency for all types of finished upper leather suitable for men's and women's shoes, and raw cattle hides for the manufacture of sole leather, raw pharmaceutical drugs for pharmaceutical industry such as antibiotics, sulpha drugs, and vitamins.

The Saudi Arabian Markets, P.O. Box 65, Jidda, **Saudi Arabia,** seeks agency from insurance company handling air freight, marine and general insurance.

Abdul Aziz Mohammad Bin Nassar, P.O. Box 29, Riyadh, **Saudi Arabia,** seeks agency for nylon hosiery, washing machines, stoves and other appliances, steel beds, innerspring and rubber mattresses, metal chairs, rugs, oil pressure lamps.

Behr & Buechling, 38 Hochestieg, Hamburg-Wellingsbuettel, **Germany,** wishes to obtain agency for top-grade light amber bee honey, and powdered egg yolk, whole dried eggs, egg albumen.

Robert Centner (Pty.) Ltd., P.O. Box 1193, Port Elizabeth, **Union of South Africa,** seeks agency for all types of finished upper leather suitable for men's and women's shoes, and raw cattle hides for the manufacture of sole leather, sports goods including fishing tackle, and baseball and golf goods, also electric toys.

SAPCHIM (Societe Africaine de Produits Chimiques et Industriels), B.P. 2103, Leopoldville, **Belgian Congo,** seeks agency for liquid insecticide for use in sprayers, 17% DDT emulsion, or 15% DDT plus 2% gamma emulsion, or 12% plus 5% gamma of B.H.C. (H.C.H.). Offers should be addressed to Mr. Bouhon, Secretary General of SAPCHIM, 31 rue du Marais, Brussels, Belgium, with copy to SAPCHIM, B.P. 2103, Leopoldville, Belgian Congo (Attention: Mr. Tomson)

Ernest S. Vieira & Co. Ltd., 19/21 Chacon Street, Port of Spain, Trinidad, **British West Indies,** seeks agency for kraft paper.

Office Belge de Vulgarisation Pharmaceutique, S.A. O.B.V.P. 47-57 rue Francois Bossaerts, Brussels 3, Belgium, wishes to obtain an agency from manufacturer of pharmaceutical specialties and articles sold in drug stores, including needles, syringes, ligatures, thermometers all kinds of rubber and plastic sanitary articles and pharmaceutical dressings.

AB Montoll, 3-5 Skvadronstigen, Stockholm O, **Sweden,** seeks agency for cellulose acetate heel blocks for ladies' shoes.

George P. Kessarides, 12 St. Constantin Street, Athens, **Greece,** seeks agency for hot-water circulators.

Etablissements Serpo, 7 Rue Chaudrier, La Rochelle, Charente-Maritime, **France,** seeks agency for good-quality radio sets and accessories.

Mamenic Line

DIRECT SERVICE U.S. ATLANTIC & GULF PORTS
PUNTARENAS, SAN JUAN DEL SUR, PUERTO SOMOZA, CORINTO, AMAPALA, LA UNION, LA LIBERTAD, ACAJUTLA, PANAMA and CANAL ZONE

BIEHL & CO., AGENTS U.S. GULF PORTS

UNITED STATES NAVIGATION
CO., INC., AGENT
17 Battery Place, N. Y. 4 BOwling Green 9-6000

AGENCY OPPORTUNITIES—U. S. DEPT. OF COMMERCE—Continued

Abdullah Saied Bugshan and Bros., P.O. Box 378, Jidda, **Saudi Arabia,** seeks agency for portable type radios, electric shavers.

Miguel Vasquez S., Apartado Aereo 2299, Calle 23 No. 5-84, Cali, **Colombia,** seeks representation for metal rails.

Almacenes Slimak, C.A., Bloque 6 Local 27, El Silencio, Caracas, **Venezuela,** wishes to obtain agency for cotton and rayon piece goods.

Tecnifot, C.A., Edificio Central, Avenida Urdaneta, Esquina Las Ibarras, Caracas, **Venezuela,** wishes to obtain agency for magnetic recording equipment and parts, motion picture and photographic equipment, accessories and parts.

Rotterdamsche Agentuur-en Commissiehandel N.V. Windsor, 75e Coolsingel, Rotterdam, **Netherlands,** seeks agency for livers, hearts, kidneys, tongues, and other offals, and cured and frozen horsemeat of standard export quality.

Etablissements J.O. Waldmann, 7 Avenue Emile Van Ermengem, Brussels, **Belgium,** seeks agency from manufacturers of building hardware and tools.

Etablissements Serpo, 7 Rue Chaudrier, La Rochelle, Charente-Maritime, **France,** wishes to obtain agency for good-quality hearing aids, good-quality optical goods and instruments, photographic and motion picture equipment.

S. Mohammad Ilyas & Son, The Mall, Lahore, **Pakistan,** seeks agency for complete line of pharmaceuticals for general public as well as for the trade.

Congo Commercial Agencies (Noorali M. Kassam), B.P. 4731, Leopoldville, **Belgian Congo,** seeks agency for general trade articles, plain cotton materials for shirts, and printed cotton materials.

Abdul Aziz Mohammad Bin Nassar, P.O. Box 29, Riyadh, **Saudi Arabia,** wishes to obtain agency for steel tables and chairs, typewriters, and other supplies, pencils, paper, ink.

Charles Nathan, 20 Rue d'Isly, (Boite Postale 520), Algiers, **Algeria,** seeks agency for used clothing.

Wennberg & Wallin, 16 Norrlandsgatan, Stockholm C, **Sweden,** seeks agency for cotton and nylon shirts for men. Cotton nylon, and wool piece goods for dresses, shirts, etc., cosmetics.

Ahmed Abdul Rahman Baeshen, P.O. Box 24, Jidda, **Saudi Arabia,** seeks agency for detergent type of soap powders.

Prodotti Ci-Gi di G. Carmagnoin, 15 Corso Inghilterra, Turin, **Italy,** wishes agency from manufacturer and exporter of pharmaceutical specialties and drugs.

CONSUMER GOODS DISPLAY TO FEATURE U. S. EXHIBIT AT POZNAN, POLAND, FAIR

H. C. McClellan, Assistant Secretary of Commerce for International Affairs, announced that the U. S. Governmnet Exhibit in the 26th Industrial Fair in Poznan, Poland, June 9-23, will feature a comprehensive variety of American consumer products. This will be the first appearance by the Office of International Trade Fairs in a trade fair in Poland. The American Exhibit will have as its theme "Made in U. S. A." It will cover an area of 30,000 square feet.

1 SHIP VIA ANTWERP FOR FIRST CLASS SERVICE

FOR INFORMATION: PORT ADMINISTRATION—Economic Information Bureau (HANDELSBEURS)

UNITED STATES DEPARTMENT OF COMMERCE—Continued

EXPORT TRADE OPPORTUNITIES—MAIL

* A World Trade Directory Report is available.

Agricultural Development Store, P. O. Box 88, Riyadh, **Saudi Arabia,** wishes to purchase various types of agricultural machinery and spare parts, various types of seeds for truck farming.

Ali Nasser Ba-Sehell & Ahmed Ba-Wazeer, Bab Mecca, Prince Mish'al Bldg., Jidda, **Saudi Arabia,** wishes to purchase automotive spare parts, and car batteries, engine oil and greases.

Carl Hecking, Up de Hacke, Vreden/Westf., **Germany,** wishes to purchase colored-striped bed sateen.

J. Rustemeyer, Inh. Hermann Kerl, 24-26 Kirchstrasse, Gelsenkirchen, **Germany,** wishes to purchase cloth, lining material, and tailor's requirements.

Office Belge de Vulgarisation Pharmaceutique, S.A., O.B.V.P., 47-57 Rue Francois Bossaerts, Brussels 3, **Belgium,** wishes to purchase toilet articles (rubber and metal) for pharmacies, household, and hardware stores.

Frey & Co., 54 Hofaue, Wuppertal-Elberfeld, **Germany,** wishes to purchase worsted, carded, and mohair yarn, and fabrics.

Heinrich Pass, 97 Bruckmannstrasse, Essen, **Germany,** wishes to purchase instant coffee, all kinds of canned fruit and vegetables.

Ernest S. Vieira & Co. Ltd., 19/21 Chacon Street, Port of Spain, Trinidad, **British West Indies,** wishes to purchase ham, tinned and smoked (brine), bacon, all kinds of sausage and canned meat (including corned beef), pickled pork (including pig's feet, tails, ribblets, and snouts); canned fish, including salmon which has been smoked, salted, etc.; groceries, such as canned fruits, vegetables, fruit juices, fresh apples, grapes, potatoes, onions, flour, cake mixes, and milk and milk products.

Wilh. Lutter GmbH., 11-15 Hammerstrasse, Duesseldorf, **Germany,** wishes to purchase frozen fruit, vegetables, and fruit juices for deep freezers.

Emanuel Rodriguez, Edificio Edmond Zaccour, Cali, **Columbia,** wishes to purchase complete set of machinery for manufacture of insulated cables and wire (plastic, varnish, or rubber insulation), diameters, etc.

The Saudi Arabian Markets, P. O. Box 65, Jidda, **Saudi Arabia,** wishes to purchase machinery for sheet glass factory, as well as machinery for processing vegetable oils and byproducts (raw material will be cotton seed).*

La Maison du Medecin, 26 Rue des Marchands, Toulouse, Haute-Garonne, **France,** wishes to purchase good-quality electrical medico-surgical equipment, apparatus and instruments, including electrocardiographs, X-ray apparatus, and related lines.

Adrien Taib, 14 and 34 Rue de Chartres, Algiers, **Algeria,** wishes to purchase sewing machines.

Craftline, Inc., 27 Leonard St., New York 13, N. Y., is seeking representatives, distributors or consumers of our work glove line priced 35% below the market price, for export. We offer 10-ounce canvas work gloves $1.95 dz. prs., market price $2.85 dz. prs. Women's all leather gloves $5 dz. prs., market price $10 dz. prs. Men's $11 lthr. gloves, market price $11 dz. prs., our price $7.50 dz. prs.

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EXPORT TRADE OPPORTUNITIES—MAIL—U. S. DEPT. OF COMMERCE—Continued

Chaiyaboon & Company, 18 Behind Bank of Canton, Bangkok, **Thailand,** wishes to purchase knitted wear and vests, as well as first- or second-quality men's shirts, aluminum wire screening, perfume oil and toilet soap, as well as cosmetics and electrical appliances, magnetic recording tapes, plastic sheetings.

Abdul Salem Eisian, Bab El Rahmat, Medina, **Saudi Arabia,** wishes to purchase perfumes, eau de Cologne, and other cosmetics.

Massoud Shaban, P. O. Box 3, Riyadh, **Saudi Arabia,** wishes to purchase various types of cosmetics, including powders, creams, etc.

Sayyid Habib Mahmood Ahmed Al-Saheb, P. O. Box 17 and 51, Medina, **Saudi Arabia,** wishes to purchase diesel etc. operated electric generators, electrical household appliances, diesel operated water pumps.

Food Supply & Trading Co., P. O. Box 426, Jidda, **Saudi Arabia,** wishes to purchase all kinds of canned fruits and vegetables, cheese, butter, olives, hot peppers, sauces, vinegar, mustard, table salt, caviar, etc.; confectionery, such as chocolate, biscuits and toffee.

Ghulam Musood, P. O. Box 324, Jidda, **Saudi Arabia,** wishes to purchase foodstuffs, including wheat, flour, rice, table salt, black pepper, red pepper, canned fruits and vegetables.

Home Cooperation Society, P. O. Box 30, Riyadh, **Saudi Arabia,** wishes to purchase various types of canned goods, including fruit juices, as well as confectionery.

Mohamed Mohamed Sawari, Qabel Street, Jidda, **Saudi Arabia,** wishes to purchase all kinds of canned fruit juices.

The Pakistan Medical Store, P. O. Box 31, Medina, **Saudi Arabia,** wishes to purchase ice cream cones, and ice cream powders, machinery for mixing and freezing ice cream, pharmaceutical products.

Massoud Shaban, P. O. Box 3, Riyadh, **Saudi Arabia,** wishes to purchase canned baby foods, including milk.

Electricity House, P. O. Box 75, Jidda, **Saudi Arabia,** wishes to purchase electrical appliances.

Sin Hua Hunt Limited Partnership, 5-9 Chakrawad Road, Opposite, S.A.B., Bangkok, **Thailand,** wishes to purchase electric irons, and electric fans, fluorescent tubes, ballast, glass lamp shades.

Trinidad Stock Feeds Ltd., Evans Street, Curepe, Trinidad, **British West Indies,** wishes to purchase all animal feedstuffs (both raw material and mixed feeds).

Saudi Refreshment and Industry Co., Jidda, **Saudi Arabia,** wishes to purchase lemon, orange, and ginger essence and flavoring for soft drinks, glass bottles for soft drinks.

Said Mohd. Balbied and Sons, P. O. Box 46, Riyadh, **Saudi Arabia,** wishes to purchase various types of canned foodstuffs, such as vegetables, fruit, and juices.

Suleiman Ghuneim and Aly Rayyes, P. O. Box 83, Riyadh, **Saudi Arabia,** wishes to purchase various types of chandeliers, electrical appliances, including washing machines, refrigerators, and cooking stoves.

Aly Bin Mahmood Daghether, Manakha Street, Medina, **Saudi Arabia,** wishes to purchase lubricating oils, greases, and brake fluids for automobiles, various canned vegetables.

Mohamed Hamza Sadek Khalifa, Manakha Street, Medina, **Saudi Arabia,** wishes to purchase lubricating oils for automobiles, automobile spare parts, and automobile and truck batteries, tires and tubes.

Mohamed Orfali, Manakha Street, Medina, **Saudi Arabia,** wishes to purchase lubricating oils and greases, automobile spare parts, including batteries.

Mohamed Abdel Meguid Seheti, Maksar el Hashab, 3 Atfet Babani, Mousky, Cairo, **Egypt,** wishes to purchase complete machine for making cellulose and gelatin caps for bottles.

Etablissements Beugniot "Browny," 14bid Rue du Petit-Goave, Bordeaux, Gironde, **France,** wishes to purchase good-quality modern wood-working machinery (jointers, planers, shapers, lathes, etc.), and tools; floor-sanding and surfacing machinery; and wood-polishing abrasives.

Kaki Industries, Jiad, Mecca, **Saudi Arabia,** wishes to purchase machinery for modern bakery, including electric or diesel ovens, additional oven for cakes and cookies, etc.

United Markets, P. O. Box 382, Jidda, **Saudi Arabia,** wishes to purchase ice cream cone and cup machinery (one complete set); and confectionary machinery, including automatic popcorn machines, cotton candy machines, and others.

Boustany Bros, Damascus Road (P. O. Box 3376), Furn es-Shebak, Beirut, **Lebanon,** wishes to purchase new road construction equipment, including asphalt mixer, clamshell excavator, rubber; asphalt bollers, crane, dump trucks.

Arabian Medical and Pharmaceutical Company, P. O. Box 337, Jidda, **Saudi Arabia,** wishes to purchase surgical instruments, pharmaceutical products.

Bernian, 55 Djalan Padjadjaran Bundung (West Java), **Indonesia,** wishes to purchase poplins (shirtings), and drills, ducks.

Rikh & Edwards (Morocco) Ltd., 40 Boulevard Mohamed V, Tangier, **Morocco,** wishes

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EXPORT TRADE OPPORTUNITIES—MAIL—U. S. DEPT. OF COMMERCE—Continued

to purchase bamboo sharkskin, striped rayons, taffetas, sacrons, men's worsted and woolen and tropical suitings.

Mohamed Aly Yassen Lazkani and Sons, Souq el Komash, Medina, **Saudi Arabia,** wishes to purchase sharkskin and other textiles, including cotton, wool, and synthetic fibers.

Hamza and Abdulrahman Oueida, Souq el Komash, Medina, **Saudi Arabia,** wishes to purchase various types of textiles, such as cotton, wool, and synthetic fibers.

P. R. Chalynboon & Co., 18 Behind Bank of Canton, Bangkok, **Thailand,** wishes to purchase cotton textiles, dacron suitings, umbrella cloths, 100% all-wool blazer, men's shirts, and bath towels, stationery, wire rope.

Ali Nasser Ba-Seheil & Ahmed Ba-Wazeer, Bab Mecca, Prince Mish'al Bldg., Jidda, **Saudi Arabia,** wishes to purchase automotive maintenance tools, and other types of tools.

The Baghdad Motor Cars Trading Company Limited, Sadoon Street, Baghdad, **Iraq,** wishes to purchase tires and tubes for passenger cars and trucks.

Oesterreichisch-Alpine Montangesellschaft, Kommerzielle Direktion, Friedrichstrasse 4, Vienna 1, **Austria,** wishes to purchase used bulldozer with angle blade.

Suleiman Ghuneim and Aly Rayyes, P. O. Box 83, Riyadh, **Saudi Arabia,** wishes to purchase typewriters, steel beds, innerspring mattresses.

Nashat Sheikh El Ard, King Street, Riyadh, **Saudi Arabia,** wishes to purchase various types and grades of paints for interior and exterior decorating, wire nails of various sizes, sanitary ware.

Mohamed Yasseen Bakheet, P. O. Box 33, Medina, **Saudi Arabia,** wishes to purchase various types of grades of paints, household furniture, electrical household appliances.

Shabib Pharmacy, P. O. Box 51, Royadh, **Saudi Arabia,** wishes to purchase antibiotics, vitamins, pharmaceuticals, and other drugs; as well as gauze, cotton, prepared band aids, and other first-aid items.

Achter & Ebels GmbH., 151 Waldnieler Strasse, M. Gladbach, **Germany,** wishes to purchase old and new woolen rags of all kinds.

Georges Guyot, 3 Cours Portal, Bordeaux, Gironde, **France,** wishes to purchase good-quality optical goods and instruments, principally contact eye glasses and pre-cornea lenses; as well as photographic and contact eye glasses and pre-cornea lenses; as well as photographic and motion picture equipment.

Mohamed A. Bamanieh, King Saud Street, Riyadh, **Saudi Arabia,** wishes to purchase lubricating oils and greases.

Omar & Alamoudi Bamaroof, King Saud Street, Riyadh, **Saudi Arabia,** wishes to purchase automotive lubricating oils and greases.

G. W. Studivingn, 11 Plantage Middenlaan, Amsterdam, **Netherlands,** wishes to purchase raw materials for food industry and breweries, and especially interested in white beans, also called lima beans, used in manufacture of confectionery.

P. E. Clark & Co. Ltd. and Butler Cycle & Motor Co. Ltd. (Associated Companies), 603-613 Colombo Street, Christchurch, **New Zealand,** wishes to purchase motor accessories, outboard motors.

Abdul Aziz Bin Aly Aldoheim, King Saud Street, Riyadh, **Saudi Arabia,** wishes to purchase automotive tools for use in garages, as well as automotive spare parts, and batteries, automotive lubricating oils and greases.

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UNITED STATES DEPARTMENT OF COMMERCE—Continued

TOTAL TRADE

United States general **imports** in December were valued at $1,052.2 million, an increase of about seven percent over the November total of $984.3 million and about four percent more than the December 1955 total of $1,008.0 million. The December total rounded out a new record of $12,590.6 million for the year 1956. The 1956 annual total was about 11 percent above the 1955 annual total of $11,384.4 million, the previous high. The Bureau pointed out that 1956 was the sixth consecutive year in which total general imports exceeded the $10.0 billion mark. The 1956 annual total, in billions of dollars, compares as follows with annual totals for the previous nine years:

December **exports** were valued at $1,994.9 million and rounded out a new record total of $18,989.1 million for the year. The calendar year total was 22 percent higher than the 1955 total of $15,546.7 million and 20 percent higher than the previous record high of $15,773.7 million reported in 1953. These figures include M.S.P. (military) shipments. With M.S.P. (military) exports excluded, the total for 1956 was $17,313.0 million, exceeding the overall totals as well as the nonmilitary totals of all previous years. The comparable figure for 1955 was $14,290.7 million. M.S.P. (military) shipments were valued at $1,676.1 million in 1956, or at a level 33 percent higher than the 1955 total of $1,256.0 million.

UNITED STATES IMPORTS AND EXPORTS OF MERCHANDISE

(In millions of dollars. Figures are revised currently. Total represents sum of unrounded figures, hence may vary slightly from the sum of rounded amounts.)

Month	1955 General Imports[1]	1955 Imports for Consumption[2]	1956 General Imports[1]	1956 Imports for Consumption[2]
Total, calendar yr.	11,384 4	11,336 8	12,590 6	12,491 2
Monthly average	948 7	944 7	1,049 2	1,040 9
January	871 2	862 9	1,073 3	1,017 6
February	849 9	843 7	1,051 2	1,035 8
March	1,019 3	1,006 0	1,102 1	1,071 9
April	871 1	872 5	991 1	977 7
May	959 3	951 9	1,093 6	1,072 9
June	936 8	940 9	1,033 4	1,028 7
July	885 3	879 0	1,050 7	1,044 9
August	960 6	961 0	1,050 6	1,042 7
September	947 1	952 9	992 8	996 3
October	1,010 9	1,013 7	1,115 5	1,126 4
November	1,064 9	1,053 1	984 3	1,001 0
December	1,008 0	999 2	1,052 2	1,045 1

[1] Imports for immediate consumption plus **entries into bonded warehouses.**

[2] Imports for immediate consumption plus **withdrawals for consumption from bonded warehouses.**

Month	Exports 1955 Domestic and Foreign	Exports 1955 Domestic	Exports 1956 Domestic and Foreign	Exports 1956 Domestic
Total, calendar yr.	15,546 7	15,418 5	18,989 1	18,839 7
Monthly average	1,295 6	1,284 9	1,582 5	1,570 0
January	1,168 4	1,155 4	1,283 5	1,270 6
February	1,237 8	1,226 5	1,361 5	1,348 0
March	1,344 2	1,331 6	1,582 3	1,570 1
April	1,263 9	1,251 0	1,511 7	1,499 2
May	1,323 0	1,314 0	1,714 4	1,700 2
June	1,320 5	1 311 1	1,690 2	1,676 5
July	1,269 3	1,258 7	1,620 0	1,608 8
August	1,239 1	1,230 2	1,529 0	1,518 8
September	1,254 2	1,244 9	1,523 0	1,511 2
October	1,398 3	1,388 0	1,659 1	1,647 0
November	1,321 1	1,311 5	1,519 5	1,508 4
December	1,406 8	1,395 7	[1]1,994 9	[1]1,981 0

[1] Subject to slight revision prior to later releases for the current month.

U. S. Imports and Exports of Merchandise, by Commodity Groups

Commodity Group	General Imports[1] November 1956	General Imports[1] December 1956
Total	984 3	1,052 2
Animals and animal products, edible	31 3	37 6
Animals and animal products, inedible	19 5	27 5
Vegetable food products and beverages	175 9	212 6
Vegetable products, inedible, except fibers and wood	60 2	74 8
Textile fibers and manufactures	73 0	79 4
Wood and paper	133 7	123 8
Nonmetallic minerals	151 9	155 6
Metals and manufactures, except machinery and vehicles	200 6	214 2
Machinery and vehicles	54 1	61 0
Chemicals and related products	26 0	22 1
Miscellaneous	58 0	43 7

[1] Imports for immediate consumption plus **entries into bonded warehouses.**

[2] Subject to slight revision prior to later releases for the current month.

[3] Exports of those metals and manufactures and chemicals and related products which are classified as Special Category Type 1 commodities are included under "Miscellaneous" for all periods shown.

Commodity Group	November 1956 Domestic and Foreign	November 1956 Domestic	December 1956 Domestic and Foreign	December 1956 Domestic
Total	1,519 5	1,508 4	[2]1,994 9	[2]1,981 0
Animals and animal products, edible	29 7	29 5	44 9	44 2
Animals and animal products, inedible	19 6	18 7	29 0	27 2
Vegetable food products and beverages	162 7	159 3	219 4	216 2
Vegetable products, inedible, except fibers and wood	91 8	90 8	143 2	142 0
Textile fibers and manufactures	133 9	132 8	211 4	210 0
Wood and paper	31 7	31 7	42 6	42 5
Nonmetallic minerals	184 8	182 7	216 9	214 9
Metals and manufactures, except machinery and vehicles[3]	170 0	169 1	216 6	214 5
Machinery and vehicles	501 5	500 8	615 0	614 5
Chemicals and related products[3]	86 5	86 3	117 2	117 1
Miscellaneous[3]	107 3	106 6	138 8	137 8

CENTRAL AMERICA OFFERS INCENTIVES TO U. S. PRIVATE INVESTORS

The five Central American countries, with their abundant agricultural resources, their manufacturing possibilities and general receptiveness to American enterprise, offer attractive incentives to U. S. foreign investors, according to a new handbook released by the Bureau of Foreign Commerce, U. S. Department of Commerce.

In a new study evaluating the investment and trade possibilities of Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua, the Bureau points out that while agriculture and industry have advanced appreciably in all five of the Republics since World War II, many opportunities exist for further development.

EXPORT TRADE OPPORTUNITIES—MAIL—U. S. DEPT. OF COMMERCE—Continued

Mohamed A. Bamanieh, King Saud Street, Riyadh, **Saudi Arabia,** wishes to purchase automotive replacement parts, tires, and tubes.

Omar and Alamoudi Bamaroof, King Saud Street, Riyadh, **Saudi Arabia,** wishes to purchase automotive spare parts.

Salahuddin Abdul Jawd, P. O. Box 139, Jidda, **Saudi Arabia,** wishes to purchase plates, separators, boxes, and other parts for automotive storage batteries.

Ibrahim Al-Khamis, P. O. Box 110, Riyadh, **Saudi Arabia,** wishes to purchase bicycles, all types of cosmetics, electrical appliances, and chandeliers.

Saudi Parisian Exhibition, Prince Faisal Street, Riyadh, **Saudi Arabia,** wishes to purchase all types of cosmetics and toilet articles.

Excelsior Supply Co. Ltd., 50-52 Victoria Street, Wellington, **New Zealand,** wishes to purchase drafting equipment, stationery supplies.

Mohamed Saad Jaber and Mohamed Abu Khaled, P. O. Box 56, Riyadh, **Saudi Arabia,** wishes to purchase washing machines, fans, radios, refrigerators, air conditioners, and dry batteries.

Technical Electrical Exhibition, Dira Avenue, Riyadh, **Saudi Arabia,** wishes to purchase electric wire and cable, as well as radios and other household electrical appliances.

Fareed S. Bashoory, Khan al Mustansir, Mustansir Street, Baghdad, **Iraq,** wishes to purchase all kinds of canned vegetables, fruits, and meats.

Fayez Madani, Prince Faisal Street, No. 30 Riyadh, **Saudi Arabia,** wishes to purchase confectionery, canned fruits and juices, and cheeses.

Ibrahim Al-Khamis, P. O. Box 110, Riyadh, **Saudi Arabia,** wishes to purchase various styles and grades of men's and women's footwear, sanitary ware, including bathtubs and washstands.

Union Des Quincailliers De Belique, Societe Cooperative, 31/33 rue Breughel, Antwerp, **Belgium,** wishes to purchase good-quality hardware, especially for furniture and building trades.

Saudi Cement Factories in Nejd, P. O. Box 109, Riyadh, **Saudi Arabia,** wishes to purchase cement manufacturing machinery, together with power plant sufficient to operate cement plant.

Mackay Motors Ltd., 100 Wakefield Street, Wellington, **New Zealand,** wishes to purchase marine outboard motors.

Arabian Peninsula Trading Office, P. O. Box 468, Jidda, **Saudi Arabia,** wishes to purchase soda fountain equipment, lunch counters, and supplies, including furniture.

Mukhtar Library, Prince Faisal Street, Riyadh, **Saudi Arabia,** wishes to purchase all types of sporting goods.

CARL H. BOEHRINGER NEW DIRECTOR OF TRADE DEVELOPMENT DIVISION

Loring K. Macy, Director of the Bureau of Foreign Commerce, U. S. Department of Commerce, announced the appointment of **Carl H. Boehringer** as Director of the Trade Development Division in BFC's Office of Trade Promotion.

In his new position, Mr. Boehringer will have principal responsibility for a varitey of BFC activities aimed at stimulating U. S. business interest in developing more trade between the United States and other countries. These include the distribution to business of information on trade opportunities, international trade fairs, industrial property rights and trade adjustment, and international marketing.

LICENSING OPPORTUNITIES

*A World Trade Directory Report is available

Fabrique Lyonnaise d'Outillage Pneumatique, 29-30 Cours Aristide Briand, Lyon, Rhone, **France,** wishes to conclude a licensing agreement from a firm for manufacture of 39-55 lb. rock drills.*

Etablissements Emile Boussereau, Villenueva?la-Comtesse, Charente-Maritime, **France,** would like to conclude a working agreement with a firm for manufacture under license of a number of its products, such as multi-purpose, tool carrying agricultural tractor, hydraulic hoists for agricultural tractors, and other related products.*

Bagley & Grimster Ltd., 1-13 Stafford St., Abbotsford, Melbourne, **Australia,** wishes to expand its activities and seeks a licensing arrangement with a firm for manufacture of industrial electrical products or related lines.*

A.H.T. Limited, 9 Bray's Lane, Coventry, **England,** seeks a licensing arrangement with a firm for manufacture of jigs, fixtures, gauges, form tools, development and production components for use in aircraft and armament industries.*

(*Continued on page* 330)

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BUREAU OF CUSTOMS

Regulations • Rulings • Treasury Decisions • Drawbacks
Department Letters • Quotas • Statistics, etc.

Note: The following page numbers refer to the **new 1957** Edition of the Custom House Guide

CUSTOMS REGULATIONS AMENDED—WITHDRAWALS FOR TRANSPORTATION—SURPLUS PROCEEDS OF SALE

In the case of a withdrawal of alcoholic beverages from warehouse for transportation, the liquidation of the entry at the port of rewarehousing is dependent upon the receipt of certain detailed information from the port of withdrawal. Two extra copies of customs Form 7512, Transportation Entry and Manifest of Goods Subject to Customs Inspection and Permit, are desirable in such cases for the use of the collector at the port of withdrawal in furnishing the port of destination with such information. Also, at the present time certain provisions relating to establishing the right of a claimant to surplus proceeds of merchandise sold at public auction are in need of clarification. Therefore, the customs regulations are amended as follows:

Page 1400

Section 18.16 (**a**) is amended by inserting the following after the third sentence:

In the case of alcoholic beverages, two extra copies will be for use in furnishing the duty statement to the collector at destination. [T.D. 54296.]

Page 1423

The first sentence of section 20.6 (g) is amended by substituting "in accordance with section 24.25" for "by due proof of his right to make entry for the merchandise." **[T.D. 54296]**

CUSTOMS REGULATIONS AMENDED—EXAMINATION OF MERCHANDISE—PROCEDURE

Page 1356

The cording and sealing of packages designated for examination which are to be removed from the place of unlading for outside examination is being made discretionary with the collector so that it may be dispensed with where it is not considered a necessary precaution. Therefore, section 14.2 (**d**) of the Customs Regulations is hereby amended by substituting "If the collector deems it necessary" for "Except as prescribed in paragraph (**e**)" in the first sentence which will then read as follows:

(d) If the collector deems it necessary, the packages shall be corded and sealed by a customs officer before being removed from the place of unlading and a caution notice, customs Form 6087, shall be securely affixed thereto. [T.P. 54309.]

ABSTRACT OF UNPUBLISHED DECISION

MARKING

Marking of country of origin on carpeting.—Treasury Decision 54191(1) setting forth certain requirements for the marking of imported carpeting is hereby revoked. Imported carpeting which is not otherwise excepted from marking pursuant to one of the exceptions set forth in section 304 (a) (3) of the Tariff Act of 1930, as amended, shall be legibly and conspicuously marked with the English name of the country of origin at each corner at the beginning of the roll and at each corner at the end of the roll by the use of a tag or other suitable method whereby the name of the country of origin may be seen without the carpeting being unrolled. This requirement shall become effective at the expiration of 90 days from Feb. 21, 1957. Bureau letter February 18, 1957. (363.2)

Marking of name of country of origin on woven wire cloth.—Imported woven wire cloth which is not otherwise excepted from marking pursuant to one of the exceptions as set forth in section 304 (a) (3) of the Tariff Act of 1930, as amended, shall be legibly and conspicuously marked with the English name of the country of origin at each corner at the beginning of the roll and at each corner at the end of the roll by the use of a tag or other suitable method whereby the name of the country of origin may be seen without the woven wire cloth being unrolled. This requirement shall become effective at the expiration of 90 days from Feb. 21, 1957. Bureau letter February 18, 1957. (363.2) **[T.D. 54308.]**

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BUREAU OF CUSTOMS—Continued

IMPORT QUOTAS UNDER PHILIPPINE TRADE ACT

Period: January 1, 1957, to March 2, 1957

The Bureau of Customs announced today the following preliminary figures showing the imports for consumption from January 1, 1957, to February 2, 1957, inclusive, of commodities for which quotas were established pursuant to the Philippine Trade Agreement Revision Act of 1955:

Products of the Philippines	Established Quota Quantity	Unit of Quantity	Imports as of March 2, 1957
Buttons	807,500	Gross	130,784
Cigars	190,000,000	Number	567,600
Coconut Oil	425,600,000	Pound	28,208,520
Cordage	6,000,000	Pound	774,192
Sugars (Refined)	1,904,000,000	Pound	3,285,743
Sugars (Unrefined)			431,987,128
Tobacco	6,175,000	Pound	310,940

CUSTOMS DUTIES AND TAXES COLLECTED, VALUES OF DUTIABLE AND TAXABLE IMPORTS, BY TARIFF SCHEDULES

(In thousands of dollars)	Duties October 1955	Duties October 1956	Values October 1955	Values October 1956
Chemicals, oils, and paints	$ 2,691	$ 2,690	$ 18,310	$ 19,332
Earths, earthenware, and glassware	3,906	4,594	17,034	18,723
Metals and manufactures	13,723	18,792	108,592	154,835
Wood and manufactures	1,741	2,162	29,945	31,791
Sugar, molasses, and manufactures	2,936	2,576	30,224	30,170
Tobacco and manufactures	1,563	1,699	7,577	8,864
Agricultural products and provisions	5,364	6,030	59,366	63,539
Spirits, wines, and other beverages	4,025	5,375	18,113	24,772
Cotton manufactures	2,566	2,377	12,029	11,223
Flax, hemp, jute, and manufactures	884	997	11,847	15,282
Wool and manufactures	6,036	6,755	26,650	27,064
Silk manufactures	1,126	1,275	4,156	4,947
Manufactures of rayon and other synthetic textiles	930	831	4,466	3,474
Pulp, paper, and books	512	629	5,488	6,500
Sundries	7,448	9,511	38,018	48,185
Miscellaneous	74	87	235	784
Free	2,906	3,946	79,084	114,065
Value of dutiable informal and baggage entries—no duty reported			8,590	9,424
Total	$58,431	$70,326	$479,724	$592,974

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BUREAU OF CUSTOMS—Continued

QUOTAS ON IMPORTS OF COTTON AND COTTON WASTE

Preliminary data on imports for consumption of cotton and cotton waste chargeable to the quotas established by the President's Proclamation of September 5, 1939, as amended

COTTON (OTHER THAN LINTERS) (IN POUNDS)
COTTON UNDER 1 1/8 INCHES OTHER THAN ROUGH OR HARSH UNDER 3/4 INCHES

Period: September 20, 1956, to March 12, 1957, inclusive

Country of Origin	Established Quota	Imports	Country of Origin	Established Quota	Imports
Egypt and the Anglo Egyptian Sudan	783,816	.....	Honduras	752	.....
Peru	247,952	.....	Paraguay	871	.....
British India	2,003,483	124,060	Colombia	124	.....
China	1,370,791	.....	Iraq	195	.....
Mexico	8,883,259	8,883,259	British East Africa	2,240	.....
Brazil	618,723	600,000	Netherlands E. Indies	71,388	.....
Union of Soviet Socialist Republics	475,124	.....	Barbados	.....	.....
Argentina	5,203	.....	Other British W. Indies[1]	21,321	.....
Haiti	237	.....	Nigeria	5,377	.....
Ecuador	9,333	.....	Other British W. Africa[2]	16,004	.....
			Other French Africa[3]	689	.....
			Algeria and Tunisia	.....	.....

[1] Other than Barbados, Bermuda, Jamaica, Trinidad, and Tobago.
[2] Other than Gold Coast and Nigeria. [3] Other than Algeria, Tunisia, and Madagascar

Cotton, harsh or rough, of less than 3/4" Imports Sept. 20, 1956, to March 2, 1957		Cotton, 1 1/8" or more Imports Aug. 1, 1956, to March 2, 1957, inclusive	
Established Quota (Global)	Imports	Established Quota (Global)	Imports
70,000,000	3,116,002	45,656,420	16,020,643

COTTON WASTES

(In pounds)

COTTON CARD STRIPS made from cotton having a staple of less than 1 3/16 inches in length. COMBER WASTE, LAP WASTE, SLIVER WASTE, AND ROVING WASTE, WHETHER OR NOT MANUFACTURED OR OTHERWISE ADVANCED IN VALUE: Provided, however, that not more than 33 1/3 per cent of the quotas shall be filled by cotton wastes other than comber wastes made from cottons of 1 3/16 inches or more in staple length in the case of the following countries: United Kingdom, France, Netherlands, Switzerland, Belgium, Germany, and Italy.

Country of Origin (In Pounds)	Total Established Quota	Total Imports Sept. 20, 1956, to March 12, 1957	Established Imports[1] 33 1/3% of Total Quota	Established Imports[1] Sept. 20, 1956, to March 12, 1957
United Kingdom	4,323,457	95,562	1,441,152	95,562
Canada	239,690	239,690	.....	.....
France	227,420	.....	75,807	.....
British India	69,627	.....	.....	.....
Netherlands	68,240	.....	22,747	.....
Switzerland	44,388	.....	14,796	.....
Belgium	38,559	.....	12,853	.....
Japan	341,535	.....	.....	.....
China	17,322	.....	.....	.....
Egypt	8,135	.....	.....	.....
Cuba	6,544	.....	.....	.....
Germany	76,329	22,775	25,443	22,775
Italy	21,263	.....	7,088	.....
Total	5,482,509	358,027	1,599,886	118,337

[1] Included in total imports, column 2.

IMPORTED WOVEN WIRE CLOTH—MARKING

The Bureau has ruled that imported woven wire cloth, not otherwise excepted from marking under one of the exceptions set forth in section 304 (a) (3), Tariff Act of 1930, as amended, must be legibly and conspicuously marked with the English name of the country of origin at each corner at the beginning of the roll and at each corner at the end of the roll by the use of a tag or other suitable method whereby the name of the country of origin may be seen without the woven wire cloth being unrolled. This requirement is to become effective at the expiration of 90 days from Feb. 21, 1957.

F.M.B. No. 2123 CABLE ADDRESS AAPP TUlane 5636

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BUREAU OF CUSTOMS—Continued

OBSOLETE FORMS OF OTHER AGENCIES FORMERLY USED IN CONNECTION WITH IMPORTATIONS OF CERTAIN MERCHANDISE

The Bureau has been informed that frequent requests have been made to American consular offices abroad for supplies of certain forms. In some instances, at least, the reason for obtaining such forms is said to relate to requests by collectors of customs made to importers to file the forms with the entries. Consequently, we wish to remind customs personnel that the following forms have been discontinued and that where a statement or declaration is called for by the Customs Regulations it need not be on a prescribed form. While supplies of such forms are available, there is no objection to their use if properly modified.

Foreign Service Form 130—Certificate of Shipper and Box Maker for returned American Shooks and Staves: Abolished, T.D. 54056. A certificate is still called for by section 10.6, Customs Regulations, however.

Foreign Service Form 131—Consular Certificate for returned American Shooks and Staves: Abolished, T.D. 54056.

Foreign Service Form 155—Declaration of American Artists: Abolished, T.D. 54183. Section 10.50, Customs Regulations, prescribes the declaration now required and customs Form 3307 may be used.

Foreign Service Form 204—Declaration of Foreign Exporter: Abolished T.D. 54183. Sections 10.66 and 10.67 of the regulations prescribe the declaration now required to be made by the foreign shipper or his agent.

Foreign Service Form 253—Declaration in connection with Paintings, etc.: Abolished T.D. 54183. Section 10.48, Customs Regulations, prescribes a declaration by the artist, sculptor, etc., who produced the original work of art.

Foreign Service Form 171—Manufacturer's Statement as to Cost of Production: Abolished. Section 8.13(e), Customs Regulations, was the basis of use of such forms. No specified form has been required since T.D. 54056, per agreement with Department of State.

Department of State Publication 31—Declaration of Shipper of Economic Poisons and Devices (for shipments valued at $100 or over): Abolished 21 FR 3385, and T.D. 54183. Such declaration not required to be on a specific form. See 7 CFR 362.32, reprinted at CRA-66, for prescribed wording.

Department of State Publication 32—Declaration of Shipper of Economic Poisons and Devices (for shipments valued at less than $100): See explanation for DSP-31. **[C/L 2975.]**

REFUNDS & DRAWBACKS, CUSTOMS

The accumulative payments during the period July 1, 1956, through February 28, 1957, from the appropriation "Refunds and Drawbacks, Customs," are as follows:

Drawbacks	$ 7,349,549.40
Refunds	5,879,392.23
All Other	10,699.80
	$13,239,641.43

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BUREAU OF CUSTOMS—Continued

RINDERPEST AND FOOT-AND-MOUTH DISEASE ON THE ISLAND OF CURACAO

There is set forth below for information and guidance of customs officers concerned an amendment to BAI Order 373 approved by the Secretary of Agriculture and made effective January 24, 1957.

Part 94—Rinderpest, foot-and-mouth disease, fowl pest (fowl plague), and Newcastle disease (avian pneumoencephalitis); Prohibited and restricted importations.

Designation of countries where rinderpest or foot-and-mouth disease exists; importations prohibited; Island of Curacao.

Pursuant to the provisions of section 306 of the Tariff Act of 1930 (19 U. S. C. 1306) and section 2 of the Act of February 2, 1903, as amended (21 U. S. C. 111), it has been determined, and the Secretary of the Treasury has been notified, that foot-and-mouth disease now exists on the Island of Curacao, and the regulations relating to prohibitions and restrictions upon importations of certain animals and products because of rinderpest, foot-and-mouth disease, fowl pest (fowl plague), and Newcastle disease (avain pneumoencephalitis) (9 CFR, Supp., 94.1), are hereby amended by adding a new subparagraph (1) to paragraph (a) of 94.1 to read as follows:

(1) Island of Curacao.

The primary effect of the amendment is to prohibit the importation of cattle, sheep, other domestic ruminants, and swine, and of fresh, chilled, or frozen beef, veal, mutton, lamb, or pork from the Island of Curacao, and to prohibit or restrict the importation of certain meat and meat products of wild ruminants and swine, and certain other meat and products from that Island, as specified in Part 94, Title 9, Code of Federal Regulations.

The protection of the livestock of the United States demands that this amendment be made effective as soon as possible. Accordingly, pursuant to section 4 of the Administrative Procedure Act (5 U. S. C. 1003), it is found upon good cause that notice and other public procedure concerning this amendment are impracticable and contrary to the public interest, and good cause is found for making the amendment effective less than 30 days after publication in the Federal Register. Such notice and hearing are not required by any other statute. This amendment shall become effective upon issuance. **[C/L 2976.]**

As pointed out in the above amendment, the primary effect thereof is:

1. To prohibit the importation from the Island of Curacao of cattle, sheep, other domestic ruminants and swine, and fresh, chilled, or frozen beef, veal, mutton, lamb, or pork, the commodities specified in section 306 of the tariff act.

2. To prohibit and restrict the importation from the Island of Curacao of meat and meat products of wild ruminants and swine pursuant to section 94.2 of BAI Order 373 as amended and,

3. To prohibit or restrict the importation from the Island of Curacao certain other meat and meat products referred to in sections 94.3 and 94.4 of BAI Order 373.

CLOTH PIN CUSHIONS DECORATED WITH PARTS OF ARTIFICIAL FLOWERS

NOTICE OF PROSPECTIVE CLASSIFICATION

It appears that certain cloth pin cushions decorated with parts of artificial flowers are properly classifiable according to component material of chief value, for example, if in chief value of cotton plush, under paragraph 909, Tariff Act of 1930, as modified, at the rate of 25 percent ad valorem, if in chief value of wool pile fabric under paragraph 1110, as modified, at the rate of 33 cents per pound and 25 percent ad valorem, if in chief value of rayon pile fabric, other than rayon pile ribbon, under paragraph 1307, as modified, at the rate of 15 cents per pound and 25 percent ad valorem, and so forth.

Pursuant to § 16.10a (d) of the Customs Regulations (19 CFR 16.10a (d)), notice is hereby given that the existing practice of classifying cloth pin cushions decorated with parts of artificial flowers under paragraph 1529 (a), as modified, as articles in chief value of yarns, threads, or filaments and in part of ornaments, dutiable at the rate of 45 percent ad valorem, is under review in the Bureau of Customs.

Consideration will be given to any relevant data, views, or arguments pertaining to the correct classification of this merchandise which are submitted to the Bureau of Customs, Washington, D. C., in writing. To assure consideration, such communications must be received in the Bureau not later than 30 days from **March 5, 1957.** No hearings will be held.

ESTABLISHED 1892

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PROPOSED DESIGNATION OF THE PHILIPPINE ISLANDS AS A QUARTERLY RATE COUNTRY

Notice is hereby given that pursuant to section 522 (c) (1) (B) of the Tariff Act of 1930, as amended by the Customs Simplification Act of 1956 (31 U. S. C. 372 (c) (1) (B)), it is proposed to designate the Philippine Islands as a country whose currency shall be subject to conversion for customs purposes in accordance with the applicable law and regulations at the rate first certified by the Federal Reserve Bank of New York for a day within the quarter beginning April 1, 1956, and each quarter thereafter by amending the list of countries set forth at the end of paragraph (d) of § 16.4 of the Customs Regulations by adding thereto the "Philippine Islands" effective commencing with April 1, 1957.

This notice is published pursuant to section 4 of the Administrative Procedure Act (5 U. S. C. 1003). Data, views, or arguments with respect to the proposed designation of the Philippine Islands may be addressed to the Commissioner of Customs, Bureau of Customs, Washington 25, D. C., in writing. To insure consideration of such communications they must be received in the Bureau of Customs not later than 15 days from **Feb. 28, 1957.** No hearings will be held.

IMPORTED CARPETING—MARKING

The Bureau of Customs has ruled that imported carpeting which is to be cut prior to or at the time of sale to ultimate purchasers, unless otherwise excepted from marking pursuant to one or more of the exceptions set forth in section 304 (a) (3) of the Tariff Act of 1930, as amended (19 U. S. C. 304 (a) (3)), shall be legibly and conspicuously marked with the English name of the country of origin at each corner at the beginning of the roll and at each corner at the end of the roll by the use of a tag or other suitable method whereby the name of the country of origin may be seen without the carpeting being unrolled.

Treasury Decision 54191 (1) setting forth certain requirements for the marking of imported carpeting is being revoked.

This requirement applies only to such carpeting entered for consumption or for warehousing after 90 days from Feb. 21, 1957.

FOREIGN ASSETS CONTROL—HONG KONG AND VIETNAM

AVAILABLE CERTIFICATIONS BY THE GOVERNMENTS OF HONG KONG AND VIETNAM

Notice is hereby given that: **(1)** Certificates of origin issued by the Department of Commerce and Industry of the Government of Hong Kong under procedures agreed upon between that Government and the Foreign Assets Control are now available with respect to the importation into the United States directly, or on a through bill of lading, from Hong Kong of the following additional commodities: Musical instruments, Chinese-type; theatrical costumes, Chinese-type, and **(2)** certificates of origin issued by the Ministry of National Economy of the Government of Vietnam under procedures agreed upon between that Government and the Foreign Assets Control are now available with respect to the importation of cassia into the United States directly, or on a through bill of lading, from Vietnam.

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BUREAU OF CUSTOMS—Continued

IMPORT QUOTAS

The Bureau of Customs announced today preliminary figures showing the imports for consumption of the commodities listed below within quota limitations from the beginning of the quota periods to February 2, 1957, inclusive, as follows:

Commodity	Period and Quantity		Unit of Quantity	Imports as of Mar. 2, 1957
TARIFF RATE QUOTAS:				
Cream, fresh or sour	Calendar Year	1,500,000	Gallon	52
Whole milk, fresh or sour	Calendar Year	3,000,000	Gallon	121
Cattle, less than 200 lbs. each	12 mos. from April 1, 1956	200,000	Head	7,754
Cattle, 700 lbs. or more each (other than dairy cows)	Jan. 1, 1957–Mar. 31, 1957	120,000	Head	5,177
Fish, fresh or frozen, filleted, etc., cod, haddock, hake, pollock, cusk, and rosefish	Calendar Year	37,375,636	Pound	(1) Quota filled
Tuna fish	Calendar Year	45,460,000	Pound	3,726,080
White or Irish potatoes:				
Certified seed	12 mos. from Sept. 15, 1956	150,000,000	Pound	87,950,880
Other		60,000,000	Pound	19,948,143
Walnuts	Calendar Year	5,000,000	Pound	145,483
Alsike clover seed	12 mos. from July 1, 1956	2,500,000	Pound	206,114
Peanut oil	12 mos. from July 1, 1956	80,000,000	Pound	.....
Woolen fabrics	Calendar Year	To be announced	Pound	3,183,654
ABSOLUTE QUOTAS:				
Peanuts, whether shelled, not shelled, blanched, salted, prepared, or preserved (including roasted peanuts, but not including peanut butter)	12 mos. from Aug. 1, 1956	1,709,000	Pound	Quota filled
Rye, rye flour, and rye meal	12 mos from July 1, 1956			
	Canada	182,280,000	Pound	(2) 182,212,914
	Other Countries	3,720,000	Pound	.....

(1) Imports for consumption at the quota rate are limited to 9,343,909 lbs. during the first three months of the calendar year. (2) Imports through March 12, 1957.

CUSTOMS REGULATIONS AMENDED—PORTS OF ENTRY

By virtue of the authority vested in the President by section 1 of the act of August 1, 1914, 38 Stat. 623 (19 U. S. C. 2), which was delegated to the Secretary of the Treasury by the President by Executive Order No. 10289, September 17, 1951 (3 CFR, 1951 Supp. Chapter II), the limits of the customs port of entry of Philadelphia, Pennsylvania, the headquarters port of Customs Collection District No. 11 (Philadelphia), comprising the territory within the corporate limits of that city and Camden and Gloucester City, New Jersey, the territory described in Executive Order No. 7840, published in T.D. 49472, and the territory described in T.D. 53738, are hereby further extended to include the territory embracing Darby Township and Folcroft Borough, Delaware County, State of Pennsylvania, effective upon the date of publication of this Treasury decision in the Federal Register.

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Section 1.1 (e), Customs Regulations, is amended by deleting "and" preceding "T.D. 53738," and by adding "and T.D. 54303" after that number, within the parentheses, opposite "PHILADELPHIA, PA," in the column headed "Ports of entry" in District No. 11 (Philadelphia). **[T.D. 54303]**

FISH—TARIFF-RATE QUOTA

In accordance with the proviso to item 717 (b) of Part I, Schedule XX, of the General Agreement on Tariffs and Trade (T.D. 51802), it has been ascertained that the average aggregate apparent annual consumption in the United States of fish, fresh or frozen (whether or not packed in ice), filleted, skinned, boned, sliced, or divided into portions, not specially provided for: cod, haddock, hake, pollock, cusk, and rosefish, in the three years preceding 1957, calculated in the manner provided for in the cited agreement, was 249,170,904 pounds. The quantity of such fish that may be imported for consumption during the calendar year 1957 at the reduced rate of duty established pursuant to that agreement is, therefore, 37,375,636 pounds. **[T.D. 54304.]**

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BUREAU OF CUSTOMS—Continued

FOREIGN CURRENCIES—ARGENTINA PESO AND PHILIPPINE ISLANDS PESO

The Federal Reserve Bank of New York, pursuant to section 522 (c), Tariff Act of 1930, as amended (31 U. S. C. 372 (c)), has certified for the **Argentine peso** a nominal **"Official"** rate of $0.0555555 for the period from **Jan. 18 through Feb. 14, 1957,** and the following nominal **"free" rates:**

Dollars		Dollars		Dollars	
January 18, 1957	0.0263141	January 28, 1957	.0264301	February 6, 1957	.0267123
January 21, 1957	.0263385	January 29, 1957	.0264634	February 7, 1957	.0267000
January 22, 1957	.0263485	January 30, 1957	.0264301	February 8, 1957	.0275413
January 23, 1957	.0263966	January 31, 1957	.0264301	February 11, 1957	.0269456
January 24, 1957	.0264201	February 1, 1957	.0264183	February 13, 1957	.0269090
January 25, 1957	.0265226	February 4, 1957	.0264301	February 14, 1957	.0268072
		February 5, 1957	.0264302		

The Bank, pursuant to section 522 (c), Tariff Act of 1930, as amended (31 U. S. C. 372 (c)), has certified for the **Philippine Island peso** a nominal rate of $0.496766 for the period from **Jan. 18 through Feb. 13, 1957.** On Feb. 14, 1957, the rate was $0.496950.

This information is for use pursuant to section 16.4, Customs Regulations (19 CFR 16.4). **[T.D.'s 54292, 54297, 54301, 54306.]**

FOREIGN CURRENCIES—ITALIAN LIRA, DANISH KRONE, BRAZILIAN CRUZEIRO

The Federal Reserve Bank of New York, pursuant to section 522 (c), Tariff Act of 1930, has certified the following nominal rates for the **Italian lira:**

Dollars		Dollars		Dollars	
December 17, 1956	0.00160020	December 26, 1956	.00160012	January 4, 1957	.00160016
December 18, 1956	.00160023	December 27, 1956	.00160012	January 7, 1957	.00160020
December 19, 1956	.00160039	December 28, 1956	.00160007	January 8, 1957	.00160020
December 20, 1956	.00160051	December 31, 1956	.00160007	January 9, 1957	.00160017
December 21, 1956	.00160048	January 2, 1957	.00160012	January 10, 1957	.00160020
December 24, 1956	.00160012	January 3, 1957	.00160007	January 11, 1957	.00160012

The Bank, pursuant to section 522 (c), Tariff Act of 1930, has certified for the **Danish krone** a nominal "Official" rate of $0.144822 and a nominal "Import Rights" rate of $0.0805023 for the period from **Dec. 17, 1956, through Jan. 11, 1957.**

The Federal Bank of New York, pursuant to section 522 (c), Tariff Act of 1930, has certified for the **Brazilian cruzeiro** the following nominal rates for the period **Dec. 17, 1956, through Jan. 11, 1957:** Category (2), **$0.02332234;** Category (3), **$0.0181818;** Category (4), **$0.0149253.**

This information is for use pursuant to section 16.4, Custom Regulations (19, CFR 18.4). **[T.D.'s 54294, 54300, 54305, 54307.]**

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BUREAU OF CUSTOMS—Continued

CUSTOMS DUTIES AND TAXES COLLECTED BY COUNTRIES

(In thousands of dollars)

(In thousands of dollars) Country from Which Imports Originated	October 1955	October 1956
North America:		
Canada and Newfoundland	$5,807	$7,485
Central American Countries	38	56
Cuba	3,104	2,746
Dominican Republic	107	78
Haiti	8	16
Jamaica	18	38
Mexico	1,013	1,407
Netherlands Antilles	230	303
Trinidad and Tobago	1	29
Others	1	10
Total North America	$10,327	$12,168
South America:		
Argentina	$850	$750
Bolivia	28	45
Brazil	299	305
British Guiana	5	5
Chile	24	71
Colombia	83	110
Ecuador	24	22
Paraguay	18	25
Peru	293	388
Surinam	4	6
Uruguay	212	173
Venezuela	1,290	1,699
Total South America	$3,130	$3,599
Europe:		
Austria	$574	$665
Azores	30	34
Belgium	2,116	2,409
Czechoslovakia	80	179
Denmark	348	371
Finland	135	154
France	2,450	3,053
Germany (East and West)	5,322	6,962
Greece	408	463
Hungary	25	31
Iceland	75	163
Ireland	25	57
Italy	3,290	4,137
Netherlands	820	966
Norway	255	211
Poland	155	217
Portugal	334	336
Spain	729	458
Sweden	488	705
Switzerland	4,528	4,995
Turkey	801	900
United Kingdom	7,446	9,242
U. S. S. R.	27	25
Yugoslavia	197	275
Others	8	20
Total Europe	$30,666	$37,028

(In thousands of dollars) Country from Which Imports Originated	October 1955	October 1956
Asia:		
Arabian Peninsula States	$749	$797
British Malaya	7	15
Burma	47	...
Ceylon	13	7
Hong Kong	323	537
India	914	971
Indonesia	124	176
Iran	182	224
Iraq	93	182
Japan	8,823	11,798
Korea, Republic of	104	135
Outer Mongolia	33	43
Pakistan	14	32
Palestine and Israel	170	167
Philippine Islands	8	102
Syria	36	19
Taiwan (Formosa)	41	52
Thailand	30	32
Others	44	86
Total Asia	$11,755	$15,375
Oceania:		
Australia	$1,226	$814
New Zealand	379	316
Others	2	4
Total Oceania	$1,607	$1,134
Africa:		
Algeria	$3	$8
Angola	12	11
Belgian Congo	121	157
British East Africa	6	12
Egypt	59	23
Ethiopia	2	5
Federation of Rhodesia and Nyasaland	1	3
French Equatorial Africa	18	19
French Morocco	59	71
Gold Coast	33	104
Madagascar	10	11
Madeira Islands	205	195
Sudan	13	13
Tunisia	12	...
Union of South Africa	386	382
Others	6	8
Total Africa	$946	$1,022
GRAND TOTAL	$58,431	$70,326

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BUREAU OF CUSTOMS—Continued

VALUES OF FOREIGN MONIES

The appended notice relating to the suspension of publication of Treasury Department Circular No. 1, "Values of Foreign Moneys," issued quarterly by the Director of the Mint, is published for the information of customs officers and others concerned. **[T.D. 54293]**

It has been determined that the publication of Part 129, Chapter I, Title 31, Code of Federal Regulations (Treasury Department Circular No. 1 "Values of Foreign Moneys"), published quarterly under the provisions of section 522, Title IV, of the Tariff Act of 1930, is not presently required.

The law requires a determination by the Director of the Mint of the values of the standard gold coins in circulation based upon the pure metal of such coins. There are at present no gold circulating coins. The publication of the circular, therefore, will be suspended, effective January 1, 1957, until such time as there are standard gold coins in circulation in one or more countries.

NYLON MONOFILAMENT FISHING LINES

In the cases of **J. M. P. R. Trading Corp., Alltransport Inc. v. United States** (1954) 33 Cust. Ct. 226, C. D. 1658, the United States Customs Court, Second Division, held that nylon monofilament fishing line is classifiable under paragraph 1211, Tariff Act of 1930, as modified, by similitude to manufactures of silk. This decision was affirmed by the United States Court of Customs and Patent Appeals in C. A. D. 600, decided November 4, 1955. In Abstract 60183, decided August 23, 1956, the Second Division of the United States Customs Court again held that nylon monofilament fishing line is classifiable by similitude under paragraph 1211, as modified.

The first Division of the United States Customs Court, in the case of **Holeproof Hosiery Co. v. United States** (1951), 27 Cust. Ct. 176, C. D. 1366, in interpreting paragraph 1313, stated that there is a fair inference from the present tense of the provision that the "Congress intended the paragraph to attach only to articles of commerce, existing at the time of enactment of the Tariff Act of 1930, without foreclosing from tariff provisions for synthetic textiles, later accomplishments, the results of much study and research, which, like nylon yarn, supply great benefits to industry."

The Bureau acquiesced in C. D. 1366, and in T. D. 53708, dated January 5, 1955, limited C. D. 1658 to the nylon monofilament fishing line covered thereby and instructed customs officers to classify synthetic textiles, such as nylon, perlon, rhovil, and similar merchandise under the appropriate provisions of schedule 13 of the tariff act.

T.D. 53708 has resulted in an established and uniform practice within the meaning of section 315 (d), Tariff Act of 1930, and sections 16.10 and 16.10a of the Customs Regulations. The Bureau finds nothing in C. D. 1658, C. A. D. 600, or Abstract 60183 which warrants a conclusion that C. D. 1366 has been overruled or that the instructions published in T.D. 53708 should be revoked. It is the conclusion that full effect will be given to C. D. 1658, C. A. D. 600, and Abstract 60183 by classifying nylon monofilament fishing line under paragraph 1211, as modified, in accordance with the holding in those decisions, and that C. D. 1366 and T.D. 53708 shall be followed as to all other merchandise within the scope of those decisions. All customs officers shall be governed accordingly. **[T.D. 54298.]**

TUNA FISH—TARIFF RATE QUOTA

Pursuant to the President's Proclamation No. 3128 of March 16, 1956 (T.D. 54051), it has been determined that 45,460,000 pounds of tuna may be entered for consumption or withdrawn from warehouse for consumption during the calendar year 1957 at the rate of 12½ per centum ad valorem under paragraph 718 (b), Tariff Act of 1930, as modified. Any tuna classifiable under paragraph 718 (b) of the tariff act which is entered, or withdrawn, for consumption during the current calendar year in excess of this quota will be dutiable at the full rate of 25 per centum ad valorem.

The above quota is based on the indicated United States pack of canned tuna for the calendar year 1956 as reported by the United States Fish and Wildlife Service on the basis of preliminary data assembled by that Service. It is subject to possible change on the basis of complete data. **[T.D. 54299.]**

CUSTOMS REGULATIONS AMENDED—INTERNATIONAL AIRPORTS

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The official name of the Miller Municipal Airport, McAllen, Texas, which was designated as an international airport (airport of entry for civil aircraft) by Treasury Decision 54142, has been changed to "Miller International Airport."

Section 6.13, Customs Regulations, is hereby amended by substituting "Miller International Airport" for "Miller Municipal Airport" opposite "McAllen, Texas." **[T.D. 54302]**

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BUREAU OF CUSTOMS—Continued

CUSTOMS STATISTICS—PORT OF NEW YORK

Collections	February, 1957 Airport	February, 1957 Customhouse	February, 1956 Airport	February, 1956 Customhouse
Duties	$ 3,538,595.26	$20,111,535.53	$ 2,815,189.76	$23,578,127.83
Internal Revenue Tax	6,845.52	5,469,738.03	7,269.40	6,062,535.60
Tonnage Tax	.....	48,875.16	.....	49,031.32
Misc. Collections	453.47	211,024.05	108.65	328,892.31
Totals	$ 3,545,894.25	$25,841,172.77	$ 2,822,556.81	$30,018,587.06

Passenger Arrivals	February, 1957 Planes	February, 1957 Vessels	February, 1956 Planes	February, 1956 Vessels
European ports	25,387	20,023	32,303* (total foreign)	30,504* (total foreign)
Other foreign (Bermuda, South America, etc.)	15,561	12,391	.....	.....
Canada	10,922	.....	10,812	.....
Precleared at Toronto	9,090	.....	7,872	.....
Totals	60,960	32,414	50,987	30,504
Passenger Departures				
Foreign	36,587	24,815	31,512	27,976
Canada	21,524	.....	18,002	.....
Totals	58,111	24,815	49,514	27,976

	February, 1957	February, 1956
Planes arrives	1,807	1,608
Planes departed	2,085	1,853
*Pieces import cargo (Airport)	71,322	60,113
Ship Entrances	544	706
Ship Clearances	550	755

* No breakdown available.

EMBROIDERY MACHINES

PROSPECTIVE TARIFF CLASSIFICATION

It appears probable that a correct interpretation of paragraph 372, Tariff Act of 1930, requires that Cornely & Cie embroidery machines, Models A2, A5, AB, BCH, D, FBN, FD, L5, LG5, LGCH, RT, 121, 123, 148, 148H, and X, and similar machines by the same or other manufacturers, be classified thereunder as embroidery machines with duty at the rate of 15 percent ad valorem which is higher than that assessed on such articles under an established and uniform practice.

Pursuant to § 16.10a (d) of the Customs Regulations (19 CFR 16.10a (d)), notice is hereby given that the existing uniform practice of classifying these machines as sewing machines, not specially provided for, under paragraph 372, Tariff Act of 1930, as modified, with duty at the rate of 10 percent ad valorem is under review in the Bureau of Customs.

Consideration will be given to any relevant data, views, or arguments pertaining to the correct tariff classification of these machines which are submitted in writing to the Bureau of Customs, Washington 25, D. C. To assure consideration of such communications, they must be received in the Bureau not later than 30 days from Mar. 16, 1957. No hearings will be held.

UNFINISHED LATCH NEEDLES—TARIFF CLASSIFICATION

The Bureau by its letter to the collector of customs at St. Albans, Vermont, dated May 23, 1956, ruled that unfinished latch needles are classifiable under the provision for latch needles in paragraph 343, Tariff Act of 1930, as modified, with duty at the rate of $1 per thousand plus 30 percent ad valorem, rather than under the provision for articles of metal, not specially provided for, in paragraph 397, Tariff Act of 1930, as modified, with duty at the rate of 22½ (currently 21) percent ad valorem.

This decision results in the assessment of duty at a rate higher than that which has heretofore been assessed under an established and uniform practice and will be effective only with respect to such or similar merchandise entered, or withdrawn from warehouse, for consumption after 90 days after Feb. 21, 1957.

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BUREAU OF CUSTOMS—Continued

DIAMOND GRINDING WHEELS

In the case of **Rohner, Gehrig & Co., Inc.,** and **Swiss Manufactures Association, Inc.** v. **United States,** Abstract 60279, dated October 11, 1956, the United States Customs Court held that diamond grinding wheels consisting of diamond powder, bound together by Bakelite to form a ring and mounted on a disc body, were classifiable as non-enumerated manufactured articles under paragraph 1558, Tariff Act of 1930, as modified, with duty at the rate of 10 per cent ad valorem, rather than as manufactures in chief value of any product of which any synthetic resin or resin-like substance is the chief binding agent under paragraph 1539 (b), Tariff Act of 1930, as modified, with duty at the rate of 25 cents per pound plus 20 per cent ad valorem (the rate in effect at the time of entry).

The decision was based upon a stipulation to the effect that the components of the wheels were diamond powder, Bakelite powder, and an aluminum disc body and that the diamond powder was the component of chief value. The court found that the grinding wheels were excluded from classification under paragraph 1539 (b) because they were not in chief value of a "product of which any synthetic resin or resin-like substance is the chief binding agent."

In rendering its decision, the court did not discuss two considerations of direct interest to the classification of the grinding wheels. First: The grinding wheels consist of two components: (1) the grinding ring composed of the diamond powder mixed with Bakelite powder. This component is a product of which any synthetic resin or resin-like substance is the chief binding agent; (2) a disc (either of aluminum or Bakelite) to which the grinding ring is affixed. Thus, for the purpose of ascertaining the component material of chief value of the imported grinding wheels within the principle of **Vandergrift Forwarding Co.** and **Lasso Tapes, Inc.** v. **United States,** C. D. 1793, 91 Treas. Dec. (No. 30) 18, the two components which were assembled to manufacture the grinding wheels were (1) the disc and (2) the grinding ring, of which synthetic resin or resin-like substance is the chief binding agent. This grinding ring exceeds the disc in value and is, therefore, the component material of chief value of the imported grinding wheel. Second: If such grinding wheels are not covered by the provisions of paragraph 1539 (b), they would be more specifically provided for under the provision for articles composed in chief value of earthy or mineral substances, not specially provided for, in paragraph 214, Tariff Act of 1930, as modified, than as nonenumerated articles under paragraph 1558, as modified.

The application of Abstract 60279 is therefore limited to the importation specifically covered thereby. Collectors of customs should continue to classify other imports of like or similar grinding wheels under paragraph 1539 (b). **[T.D. 54279.]**

CUSTOMS TRANSACTIONS

	December 1956	December 1955	Fiscal Years 1957	Fiscal Years 1956
Vessels entering direct from foreign ports	3,707	3,623	29,107	26,674
Vessels reporting only from foreign ports	625	519	20,227	18,558
Vessels entering via other domestic ports	2,448	2,244	14,457	14,371
Passengers arriving—items 1 and 2	67,490	46,796	687,802	574,293
Ferries	9,328	8,318	75,804	69,730
Passengers arriving—item 5	84,215	83,420	1,363,157	1,571,432
Aircraft:				
Commercial	8,980	7,815	**59,650	53,587
Armed forces	2,284	1,900	13,042	11,415
Passengers arriving—item 7:				
Commercial	167,069	137,263	1,173,821	1,012,949
Armed forces	42,188	34,181	235,491	198,397
Vehicles	2,782,856	2,487,780	19,210,409	17,936,239
Passengers arriving—item 9	7,681,187	6,979,845	54,840,030	52,323,744
Passenger trains	1,611	1,719	9,857	10,700
Passengers arriving—item 11	105,825	107,790	681,140	710,901
Freight cars	231,079	215,777	1,292,561	1,191,292
Pedestrians	2,312,914	2,381,741	12,673,236	14,173,986
ENTRIES OF MERCHANDISE				
Consumption—free	23,537	23,913	138,877	138,412
Consumption—dutiable	61,968	58,844	391,301	354,058
Warehouse and rewarehouse	6,445	5,866	36,835	37,753
Mail	71,375	66,750	346,209	311,049
Baggage entries and written declarations	200,993	154,554	1,307,523	1,219,999
Informal	39,643	38,477	236,296	234,747
Appraisement	529	495	2,699	2,642
Immediate transportation without appraisement	20,462	18,722	114,121	101,010
Transportation and exportation	18,802	20,488	103,514	100,795
Warehouse withdrawals	27,739	28,228	183,741	175,557
All other entries	15,716	15,227	115,435	83,613
Drawback notices of exportation and notices of lading	18,589	21,194	104,670	105,370
Drawback entries	905	1,292	9,070	8,819
Total Entries	506,703	454,050	3,090,291	2,873,824
Export declarations	729,720	743,779	4,217,880	4,062,038
Value of imports*	$999,195	$1,300,244	$5,211,760	$5,102,344

* In thousands of dollars. ** Adjusted.

RAILROADS IN OREIGN TRADE—Continued from page 280

railroad's public relations department. Hill has been a public relations and advertising counsel at Albuquerque since moving there in 1947. Reinhold said addition of Hill to the staff represents an expansion of effort by giving the department a resident representative in New Mexico.

U. S. TARIFF COMMISSION

Hearings • Investigations • Surveys • Reports • Etc.

STAFF CHANGES

Mr. Loyle A. Morrison, Director of Investigation and Chairman of the Staff Coordinating Committee, has **resigned** from the Tariff Commission to accept the position of Staff Director of the Subcommittee on Foreign Trade Policy of the House Ways and Means Committee. Mr. Morrison, who has been on the Commission's staff since August 6, 1934, and who has served as Director of Investigation since April 2, 1950, has recently been on loan to the Subcommittee on Foreign Trade Policy as a staff consultant.

The post of Director of Investigation and Chairman of the Staff Coordinating Committee vacated by Mr. Morrison will be filled by **Mr. Louis S. Ballif.** Mr. Ballif has been a member of the Commission's staff since April 12, 1923, and has served as Chief, Technical Service—in charge of the Commission's seven technical commodity divisions, and as Vice Chairman of the Staff Coordinating Committee—since June 16, 1941.

The position of Chief, Technical Service, will be occupied by **Mr. J. Mark Albertson,** who has been with the Commission since March 5, 1923, and who served for 13 years as Chief of the Commission's Ceramics Division. Mr. Albertson has, since September 25, 1955, been Assistant Chief, Technical Service, and for the past several years has served as an alternate member on the Interdepartmental Committee on Trade Agreements.

BUTTER OIL AND CERTAIN OTHER BUTTER SUBSTITUTES

The Tariff Commission released its report to the President on the results of its investigation No. 14 conducted under section 22 of the Agricultural Adjustment Act, as amended, with respect to certain butter substitutes.

The Commission found (Commissioner Jones dissenting) that butter substitutes, including butter oil, containing 45 percent or more of butterfat are practically certain to be imported under such conditions and in such quantities as to materially interfere with the price-support program undertaken by the Department of Agriculture with respect to whole milk and butterfat, and to reduce substantially the amount of products processed in the United States from domestic milk and butterfat. To prevent such interference the Commission recommended to the President that imports of such butter substitutes be limited to 450,000 pounds for the period April 1 to June 30, 1957, and thereafter to 1,800,000 pounds for each 12-month period beginning July 1.

Copies of the Commission's report, which includes majority and minority views, are available upon request as long as the limited supply lasts. Address requests to the United States Tariff Commission, 8th and E Streets, N. W., Washington 25, D. C.

U. S. TARIFF COMMISSION—Continued

ALSIKE CLOVER SEED

INVESTIGATION NO. 1 UNDER PARAGRAPH 2 OF EXECUTIVE ORDER 10401

On March 14, 1957, the President requested the United States Tariff Commission to make an investigation for the purposes of paragraph 2 of Executive Order 10401 dated October 14, 1952 (17 F.R. 9125) to determine whether, and if so, to what extent, the modification of the trade-agreement concession on alsike clover seed by Presidential Proclamation No. 3100 of June 29, 1955 (20 F.R. 4699) will remain necessary after June 30, 1957, in order to prevent or remedy serious injury or the threat thereof to the domestic industry producing like or directly competitive products. The President requested further that the report of the Commission's findings be made to him not later than May 15, 1957.

The modification by the President of the trade-agreement concession on alsike clover seed provided for in paragraph 763 of the Tariff Act of 1930 was made under the "escape clause" procedure, after investigation and report to him by the Tariff Commission under section 7 of the Trade Agreements Extension Act of 1951 (Investigation No. 31). Under the original trade-agreement concession, a reduced duty of 2 cents per pound was applicable to imports of alsike clover seed. Under the concession as modified, a tariff-rate quota was established providing that during each of the 12-month periods beginning July 1, 1955, and July 1, 1956, the quantity of alsike clover seed which may be entered, or withdrawn from warehouse, for consumption, subject to the duty rate of 2 cents per pound shall be limited to 2,500,000 pounds, and that all such seed entered, or withdrawn from warehouse, for consumption in excess of that quantity during each of these periods shall be dutiable at the rate of 6 cents per pound.

In accordance with the request of the President, the Commission on March 14, 1957, instituted an investigation under paragraph 2 of Executive Order 10401 and ordered a hearing in connection with such investigation to be held on **April 15, 1957,** beginning at 10 a. m. in the Hearing Room of the Tariff Commission, 8th and E Streets, N. W., Washington, D. C. Parties interested will be given opportunity to be present, to produce evidence, and to be heard at the hearing. Such parties desiring to appear and testify at the hearing should notify the Secretary of the Tariff Commission, in writing, at least three days in advance of the date of the hearing.

REPORTS

Hatters' Fur—The Tariff Commission submitted a report to the President on the developments in the trade in hatters' fur since the modification on February 9, 1952, of the trade-agreement concession thereon granted in the General Agreement on Tariffs and Trade (GATT). This report was made pursuant to paragraph 1 of Executive Order 10401 of October 14, 1952 (17 F.R. 9125). That order prescribes procedures for the periodic review of escape-clause actions with a view to determining whether a concession that was modified or withdrawn may be restored in whole or in part without causing or threatening serious injury to the domestic industry concerned. If an informal review under paragraph 1 indicates that conditions have so changed as to warrant it, a formal investigation (including a public hearing) to determine the facts is made under paragraph 2 of the order. The present report is the fourth report on hatters' fur under paragraph 1 of Executive Order 10401.

The Commission advised the President that the conditions of competition with respect to imported and domestic hatters' fur have not so changed during the past year as to warrant the institution of a formal investigation under the provisions of paragraph 2 of Executive Order 10401.

Straight (Dressmakers' or Common) Pins—The Tariff Commission made public its report to the President in "escape clause" investigation No. 52 under section 7 of the Trade Agreements Extension Act of 1951, as amended, with respect to straight (dressmakers' or common) pins dutiable under paragraph 350 of the Tariff Act of 1930. Such pins were originally dutiable under the Tariff Act of 1930 at 35 per cent ad valorem. They are now subject to a duty of 20 per cent ad valorem, which rate became effective January 1, 1948, as a result of a concession granted in the General Agreement on Tariffs and Trade.

The Commission found (Commissioners Schreiber and Sutton dissenting) that straight (dressmakers' or common) pins are being imported into the United States in such increased quantities, both actual and relative, as to threaten serious injury to the domestic industry producing like or directly competitive articles. The Commission also found that in order to prevent such serious injury, it is necessary that the duty on such pins be increased to 35 per cent ad valorem.

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FOOD AND DRUG—AGRICULTURE

Bureau of Entomology & Plant Quarantine

Animal Inspection & Quarantine Branch—Federal Food & Drug Administration

LIST OF IMPORTS DETAINED BY THE FEDERAL FOOD AND DRUG ADMINISTRATION

February 8 to March 8, 1957

PRODUCTS	QUANTITY	REASON FOR DETENTION
Port of Atlanta		
Chocolate, Sweet	9 pkgs.	Starch substituted in part for Chocolate.
Guava Shells in Syrup	35 ctns.	Decomposed.
Sugar	47 bags	Sweeps.
Port of Baltimore		
Brewers Rice	1,004 bags	Filthy.
Coffee	82 bags	Water damaged.
Capers	80 bbls.	Filthy.
Olives in Brine	452 bbls.	Decomposed.
Sugar	752 bags	Sweeps.
Port of Boston		
Honey in Tins	18 cases	Leakers; claims.
Dried Mushrooms	2 cases	Filthy.
Whale Beef	40 cartons	Word "Beef" misleading.
Port of Buffalo		
Whitefish	163 boxes	Cysts.
Port of Chicago		
Caraway Seed	2,756 lbs.	Contains rodent excreta.
Candy Easter Eggs	3 cases (10,000 pcs.)	Labeling incomplete.
Candy Liquor	6 boxes	It is confectionery and it contains alcohol.
Prophylactics (rubber)	1,000 gross	Contains holes.
	1,400 gross	do.
	500 gross	
Crude Drugs	850 lbs.	False and misleading claims.
Port of Cincinnati		
Cassia	44,269 lbs.	Filthy—contains insect excreta, fragments, webbing, mold or nondescript dirt.
Port of Los Angeles		
Cassia	22,400 lbs.	Moldy.
Port of Minneapolis		
Whitefish	120 lbs.	Infested with parasites.
Pike Fillets	3,000 lbs.	Incorrect labelling.
Port of New Orleans		
Malabar Tea		False and misleading claims.
Port of New York		
Aniseed	100 bags	Filthy.
Black Pepper	5,770 bags	Moldy berries; filthy.
Cassia	4,116 bags	Insect filth.
Celery Seed	662 bags	Filthy.
Chillies	755 bags	Filthy, live and dead insects.
Cloves	2,273 bags	Filthy.
Cakes	6 cases	Filthy.
Cumin Seed	739 cases	Filthy.
Fennel Seed	176 cases; 78 bags	Filthy.
Fig Paste	1,748 ctns.	Insect infested.
Filberts, shelled	70 bags	Wormy and decomposed.

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LIST OF PRODUCTS DETAINED, ETC.—FOOD & DRUG—Continued

PRODUCTS	QUANTITY	REASON FOR DETENTION
Port of New York, Cont'd		
Ginger	239 bags	Filthy; insect infested.
Gum Karaya	939 bags	Filthy.
Red Currant Jelly	20 ctns.	Contains artificial color which is not permitted by standard for product.
Juniper Berries	415 bags	Filthy.
Dried Mushrooms	58 cartons	Insect filth, maggots.
Oyster Sauce	41 cases	Contains salicylic acid.
Pimento	414 bags	Filthy, live insects.
Poppy Seed	2,334 bags	Filthy.
Soup Mix	50 boxes	Filthy; no English label.
Stramonium Leaves	62 bales	Filthy.
Thyme Leaves	529 bags	Filthy.
Valerian Root	195 bags	Filthy.
Confectionery	240 ctns.	Insect filth.
Coriander Seed	1,624 bags	Filthy.
Dill Seed	138 bags	Filthy.
Gum Karaya	328 bags	Filthy.
Lentils	1,038 bags	Filthy, dead insects, stones and extraneous matter.
Mace	44 cs.	Filthy and dead insects.
Nutmegs	664 bags	Moldy and wormy.
Olives	2 bbls.	Decomposed.
Papain	336 cs.	Insect filth.
Sesame Seed	1,958 bags	Filthy and dead insects.
Tomatoes, canned	485 ctns.	Swells and leakers.
Port of Philadelphia		
Cocoa Beans	282 bags	Sweeps.
Port of San Francisco		
Preserved Plum	100 lbs.	Non-nutritive sweetening agent substituted for sugar.
Preserved Plums	18 cs., 340 lbs.	Contains salicylic acid; non-nutritive sweetening agent substituted for sugar.
Preserved Plums	800# + 59 cs.	Non-nutritive sweetening agent substituted for sugar; salicylic acid.
Chocolate Liquor	165,345#	Contaminated with live and dead insects, insect excreta and insect webbing.
Sesame Oil	20 cs.	Incorrect labelling.
Cassia	47,196 lbs.	Moldy and insect contaminated.
Preserved Plums	13 cs.	Salicylic acid.
Plums	80 lbs.	Non-nutritive sweetening agent substituted for sugar.
Port of Seattle		
Cnd. Mandarin Oranges	100 ctns.	Spoiled.
Cassia	100 cs.	Insect and/or moldy.
Cassia	22,639 lbs.	Insects; moldy.

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AGRICULTURE—Continued

IMPORTED PRODUCTS—LABELING

Parts 16, 17 and 27 of the Meat Inspection Regulations (9 CFR Parts 16, 17 and 27, as amended) issued pursuant to the Meat Inspection Act, as amended and extended (21 U. S. C. 71 et seq.) and paragraphs 306 (b) and (c) of the Tariff Act of 1930 (19 U. S. C. 1306 (b) and (c)) prescribe various requirements for labeling meats, meat byproducts, and meat food products offered for importation into the United States and require approval by the Department of labeling used in connection therewith.

Amendments to the regulations changing the labeling requirements for certain products and merchandising practices resulting in label design changes have made most labels approved prior to July 1, 1950, obsolete.

Accordingly, approvals prior to July 1, 1950, of labeling material for imported meats, meat byproducts, and meat food products are **hereby cancelled effective April 1, 1957.** Any person who proposes to use labeling material, for meats, meat byproducts, or meat food products to be imported into the United States on or after April 1, 1957, which were approved prior to July 1, 1950, and has not since been reapproved, must submit such labeling material to the Chief of the Meat Inspection Branch for approval under the regulations currently in effect.

PLANT QUARANTINE IMPORT RESTRICTIONS

EGYPT—Revision of the plant quarantine import restrictions of Egypt has been prepared for the information of nurserymen, plant quarantine officials, and others interested in the exportation of plants and plant products to that country.

The summary was prepared from a translation of law No. 417 of July 22, 1954, and orders promulgated thereunder, for the protection of plants from dangerous insects and diseases carried from abroad. It was reviewed by a representative of the Egyptian Ministry of Agriculture. (P. Q. 375—4th Revise.)

YUGOSLAVIA—Revision of the plant quarantine import restrictions of Yugoslavia has been prepared for the information of nurserymen, plant quarantine officials, and others interested in the exportation of plants and plant products to that country.

The summary was prepared from a translation of "A Basic Act relating to plant protection against injurious diseases, insects, and animals, of June 15, 1954," and Regulations promulgated thereunder. It was reviewed by a representative of the Federal Administration for Plant Protection of Yugoslavia. (P. Q. 375—4th Revise.)

LICENSING OPPORTUNITIES—U. S. DEPT. OF COMMERCE—Continued from page 313

B. O. Morris Limited, Morrisflex Works, Briton Road, Coventry, **England,** seeks a licensing arrangement with a firm for manufacture of portable electric or air tools, power tools with particular reference to aircraft or motor industry, machine tools of lighter type which are well known, finishing processes and techniques.*

Destilerin Lim Tunco & Co., Inc., 277 Juan Luna Street, Manila, **Philippines,** wishes to be licensed by a firm to manufacture wines and liquors. The firm seeks capital assistance, and asks that the licensor permit them the right to use their bands and trade names, techniques and formula of their products.*

Benrath Machine Tools, Ltd., Longley Lane, Wythenshawe, Manchester 22, **England,** is offering its facilities for manufacture of engineering products, particularly small machine parts for which the firm's equipment is readily adaptable.

Aerocem, Ltd., Westland House, 3 Chesterfield Gardens, London W. 1, **England,** would like to interest a manufacturer in production and sale of patented process for spraying of aerated concrete.*

Visual Communications, Ltd., Lofthouse, Wakefield, Yorkshire, **England,** would like to license a firm for manufacture of patented filmstrip automatic projector and microfilm readers.*

Foundry Equipment, Ltd., Linslade Works, Leighton Buzzard, Bedfordshire, **England,** seek a license for manufacture of complementary products, such as foundry cleaning room equipment, foundry melting plant, etc.*

Shirtliff Bros., Bijoli Works, Icknield Way, Letchworth, Hertz, **England,** is interested in being licensed by a firm for manufacture of any type of mechanical engineering product.*

F. Wykes Engineering Ltd., Sterte Ave., Poole, Dorset, **England,** seeks a licensing arrangement with firm to manufacture related products, in jigs, fixtures and tools of all kinds, including specialized components both for normal production and prototype work.

Chatwood Milner Limited, Shrewsbury, Shropshire, **England,** is interested in licensing arrangement with a firm for manufacture of line production machinery and equipment.*

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Decisions of the Customs Court

U.S. Customs Court—U.S. Courts of Customs and Patent Appeals

Decisions Covering Merchandise, January 31 to February 21, 1957

Merchandise	Classified as by Collector Par	Classified as by Collector Rate	Classified as by Importer Par	Classified as by Importer Rate	Customs Court Decision	Abstract or Decision No.
†Aluminum channels metals, manufactures of	397 + (T.D. 51802)	22½%	312 + (T.D. 52739)	7½%	For Collector	C.A.D. 635
Articles in chief value of compounds of cellulose—Pyroxylin in toys	1513	1¢ ea. and 50%	31(b)(2) + (T.D. 52737, 52462)	30%	For Importer	Abs. 60471
Boneless beef	706 + (T.D. 51802)	3¢ lb. and 10%	701	3¢ lb.	For Importer	Abs. 60460
Celluloid dolls	1513	1¢ ea. and 60%	1513	1¢ ea. and 50%	For Importer	Abs. 60470
†Cylindrical steel rolls — machine tools, parts of	344	40%	372 + (T.D. 51802)	15%	For Collector	C.A.D. 632
†Fresh sweet corn on the cob with husks on	774 + (T.D. 51802)	25%	724	25¢ bu. of 56 lbs.	For Collector	C.A.D. 634
Greeting cards, with greeting, title or other wording	1410	22½%	1410	15%	For Collector	C.D. 1843
Herring, prepared or preserved, not in oil	718(b) + (T.D. 50504)	12½%	718(b) + (T.D. 52739, 52782)	6¼%	For Importer	Abs. 60488
Mineral substance — synthetic rutile	214	40%	214	30%	For Importer	Abs. 60456
Mixtures of essential or distilled oils	60 + (T.D. 52739)	20¢ lb. and 15%	58	6¼%	For Importer	Abs. 60478
Pearl ladders and strips — jewelry	1527(a)(2) + (T.D. 51802)	55%	218(f) + (T.D. 51898)	50%	For Importer	Abs. 60486
Printing board—parts of projection lenses	228(b)	45%	397 + (T.D. 52373, 52462)	22½%	For Importer	Abs. 60483
Silk handkerchiefs, hemmed	1209	60%	1210 + (T.D. 52739)	32½%	For Importer	Abs. 60456
Silk handkerchiefs, hemmed	1209	60%	1210 + (T.D. 51802)	35%	For Importer	Abs. 60462
Soap boxes	1405 + (T.D. 51802)	5¢ lb. and 10%	1405 + (T.D. 52739)	2½¢ lb. and 5%	For Importer	Abs. 60490
So-called silico maganese bar reinforcements	397 + (T.D. 51802)	22½%	312 + (T.D. 52739)	7½%	For Importer	C.D. 1844
Vellum—parts of percussion instruments	1541(a) + (T.D. 51802, 51909)	20%	1736	Free	For Importer	Abs. 60472
Works of art—manufactures of metal	397 + (T.D. 51802)	22½%	1547(a)(2) + (T.D. 52373, 52476)	10%	For Importer	Abs. 60459
Works of art—manufactures of wood	412 + (T.D. 51802)	16⅔%	1547(a)(2) + (T.D. 52373, 52476)	10%	For Importer	Abs. 60480
Works of art	212	40% or 45%	1547(a)	20%	For Importer	Abs. 60458

† Court of Customs and Patent Appeals. (1) Judgment in part for Plaintiff. (2) Modified and remanded. (3) Protest overruled without affirming Collector's action. (4) Reversed and remanded.

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Book Reviews

Bryton Barron, who formerly served as an official of the State Department, trains a critical eye on that preserve in his **Inside the State Department** (Comet Press Books; 178 pages; $3.00). Barron takes a roundhouse swing at what he calls Department bureaucracy and the "deplorable state of affairs, past and present." The foreign policy, he claims, is much the same under Dulles as it was under Acheson . . . The decade beginning with the end of World War II is stunningly presented in photo and text in **Days to Remember: America, 1945-1955,** by John Gunther and Bernard Quint (Harper & Brothers; 240 pages; $5.95). Ten years of history spring to life: the Berlin Airlift; Korea; the march of Communism; American elections; capital investigations — virtually everything from sports to Liberace. If the authors expand somewhat beyond the geographical limits of their subtitle, they may be forgiven with thanks . . . The 1956 edition of **Year** (Simon & Schuster; 288 pages; $7.95) is pictorial journalism at its best. Spanning the 12 months beginning September, 1955, it covers virtually every aspect of national and world affairs. The American scene is handled with a broad brush—from literature and TV to religion and science. A section devoted to special features tops off the volume neatly. Contents are indexed. A valuable addition to your permanent library.

Emyr Humphreys has won the Somerset Maugham Award, and in his latest novel, **A Man's Estate** (McGraw-Hill Book Co.; 279 pages; $3.75), he has been likened to Dylan Thomas. No praise is too high for this other Welshman's work. His story of a small Welsh community is told by four of the characters from their various standpoints. He is brilliant, penetrating, diamond-hard without being uncharitable—and above all, he is readable . . . **The Tribe That Lost Its Head,** by Nicholas Monsarrat (William Sloane Associates; 598 pages; $4.95) is an extremely readable and topical novel concerning the slow but inevitable evolution of Africa's black population. In it are combined most of the problems confronting British rule—not the least of which, when an inflammatory situation arises, is provided by the trouble-making propensities of the yellow press. Monsarrat writes with authentic knowledge, with fairness and humanity, and with a quite brilliant literary skill . . . **The Whipping Boy** (Julian Messner, Inc.; 189 pages; $3.00), by S. W. Pfoutz is partly a love story and partly the story of a young white American's attempt to defy prejudice by sharing his New York apartment with a Negro entertainer. Neither story is particularly convincing. The writing is over-vivid, and the characters quarrel too incessantly.

The unconquerable sea thunders to life in Hammond Innes' novel, **The Wreck of the Mary Deare** (Alfred A. Knopf; 297 pages; $3.75). As an adventure story writer, Innes, who is gaining increasing recognition with each succeeding book, is at his best in his latest effort. The power and the menace of the sea courses through all of his tense narrative of the mystery surrounding the wreck of the freighter. Innes has given us a good, tight story, strengthened by some excellent characterizations, which probably would do very well on the screen . . . The second of the sea novels is James Kubeck's **The Calendar Epic** (G. P. Putnam's Sons; 318 pages; $3.95), a well-paced, hard-hitting story of a wartime cargo vessel on her first and last voyage. Inhabiting this salute to the Merchant Marine is an assortment of characters—some stock, some memorable—who add up to a lot of excitement, especially when the Calendar Epic starts moving across the hazardous sea . . . A sea story of an entirely different cast will be found in John Harris' **Close to the Wind** (William Sloane Associates; 245 pages; $3.50). An adventure story, it is dominated by the Tugboat Annie-like captain of the fishing sloop, Tina S—Rosa, or Mama, who lives with her husband and daughter in the harbor at Sydney. What brings the little Italian-Australian family on a voyage to the tiny islands of the South Pacific forms the more exciting part of the novel. It's grand entertainment . . . This fourth novel of the sea concerns one of the greatest seamen in all history. In **The Saga of Leif Ericsson** (Pageant Press; 233 pages; $3.50), Carl Stearns Clancy leans back 10 centuries to bring the son of Eric the Red across the unknown stretches of seas to the American Continent. But before Eric can embark on this perilous journey, Clancy brings into focus the conflicts in the Norway of King Olaf, the Viking raids, the physical violence of a way of life long dead. The author relates the saga in the simple prose of the ancient skald.

The Grand Chase (Pageant Press; 54 pages; $2.00) is the story of a young insurance man whose ambition is to get to the top—fast. He achieves his ambition, as much by a phenomenal stroke of luck as by ability. However, almost within minutes of arriving at the top, he is forced down again by an event that loses him not only his wife but also his self-respect . . . In a large sense, the stresses of Britain in A. D. 576, the time in which Meriol Trevor's **The Last of Britain** (St. Martin's Press; 412 pages; $3.75) is laid, parallels those of our own times. For Trevor's novel, built around Lucius Candidian, hemmed in by greed and intrigue, describes in vivid terms the collapse of the old Roman civilization under the collective weight of the Saxon invasions . . . Ashley N. Fordwick is really two collaborating authors. Between them they have written a novel of marriage, financial success, illusion, and disillusion—**On We Go** (Pageant Press; 539 pages; $5.00). There is considerably more to the story—the familiar leap from New York's East Side to Long Island. It's a study of human emotional conflict and the follies of modern values as reflected in the wrecked home.

The meat-packing industry is very much the canvas of Jack Posner's novel, **Nothing Goes to Waste** (Pageant Press; 261 pages; $3.50), which is a natural for the author who happens to be an executive of a Georgia provisions firm. Posner won't win any Pulitzer Prize with this boy-girl story, but he assures you of a few entertaining hours and, incidentally, a more intimate knowledge of the industry through which his characters move . . . The novel by Maurice de Goumois, **A World Goes By** (Pageant Press; 285 pages; $4.00) deals with the erosive social processes in Europe beginning shortly after the turn of the century and moving up to the eve of World War I. De Goumois, through several interesting characterizations, provides some insight into a bygone era . . . Stephen Longstreet opens up his **The Real Jazz, Old and New** (Louisiana State University Press; 202 pages; $5.00) in this manner: "I didn't write this book. I heard it." And Longstreet is enough master of his art to make it sound that way. Here is a serious treatment of jazz—its fabulous story dating back to Dixieland—illustrated by the au-

(Continued on page 334)

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FOREIGN TRADE GRAPHICS—Continued from page 290

named president of the **Los Angeles Customs and Freight Brokers Association, Inc.** New chairman of the organization is **Walter Arnold** of **John Day Moylan & Co.** Also elected: **Miss Josephine Kelly, Mattoon & Co., Inc.**, first vice president; **Mrs. Lois Lazier, Carmichael Forwarding Company, Inc.**, secretary; and **Joseph Weinberg, Loretz & Co.**, treasurer. New board members are **George Dwyer, Judson-Sheldon;** and **Howell Tatum, Hawaiian Freight Forwarders.**

•

James E. Dwyer, assistant solicitor to the Collector of Customs, New York, has succeeded **William F. X. Band** as clerk of the United States Customs Court.

Carl E. McDowell, executive vice president, **American Institute of Marine Underwriters,** writes: "Frequent failure of shippers to endorse certificates of marine insurance before sending documents to consignees or to collecting banks is causing delays in processing claims filed abroad by consignees under marine insurance policies. Claim files in which the certificates are not endorsed must be returned to the consignees or to underwriters or brokers to obtain the endorsements before action on the claims can be completed. Exporters, freight forwarders, and all shippers are urged to make certain that the marine insurance certificates accompanying shipping documents are formally endorsed when necessary."

GATT—STATE DEPARTMENT—Continued from page 252

Kingdom, Federation of Rhodesia and Nyasaland, Ceylon, Pakistan, New Zealand.

The consultations will afford the opportunity for the Contracting Parties to review with each consulting country its financial situation and, in this context, to discuss the possibilities for further relaxation of the level of import restrictions and the moderation of particular policies and practices that have proved especially burdensome for the exporters of other countries.

Written statements should be submitted by **March 29, 1957,** concerning matters relating to those countries consulting in June, and by **July 31, 1957,** for those consulting in October. Communications should be addressed to: Committee for Reciprocity Information, Tariff Commission Building, Washington 25, D. C.

BOOK REVIEWS—Continued from page 332

thor with selected drawings made on the scene in jazz joints. The rhythm, the "feel" of jazz, thrums throughout the book, underscoring Longstreet's informal approach. An outstanding addition to the fast-growing jazz literature.

Canadian Ports and Shipping Directory (National Business Publications, Ltd., Gardenvale, Que., Canada; 380 pages; $5.00), compiled by Frederick William Wallace, is the thirteenth revised edition of a standard shipping directory which covers Canada's East and West Coasts as well as the Great Lakes. This edition includes a special section on the development of the St. Lawrence Seaway. The volume, well-designed and up to date, is compiled "for the guidance of ship owners, brokers, charterers, and shipmasters interested in trade with Canada."

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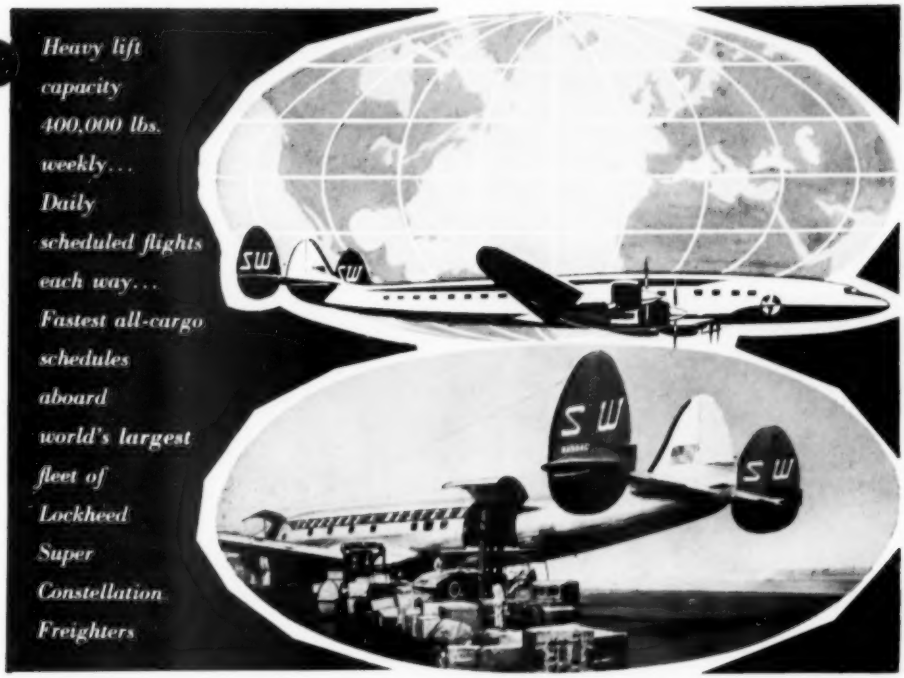

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